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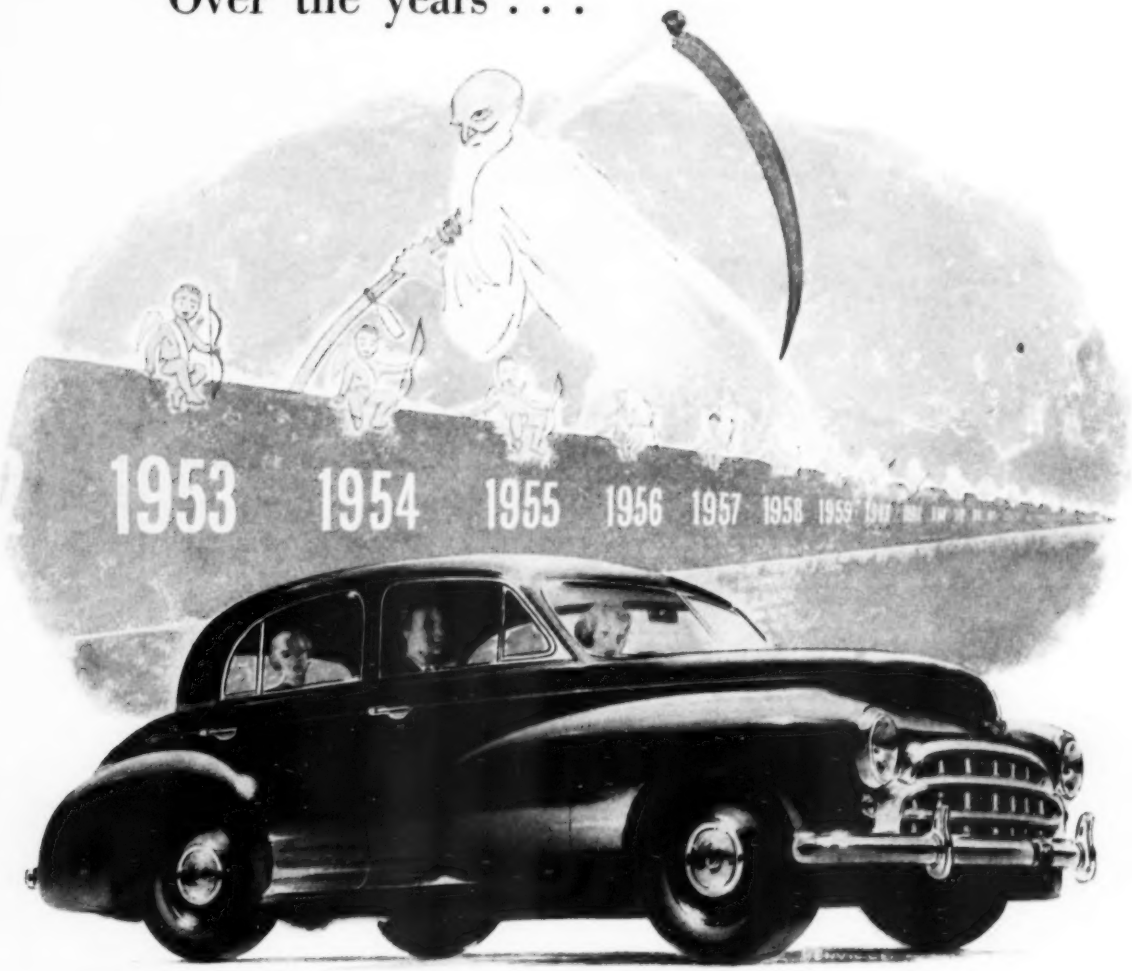

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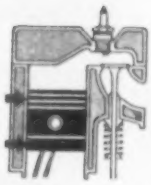

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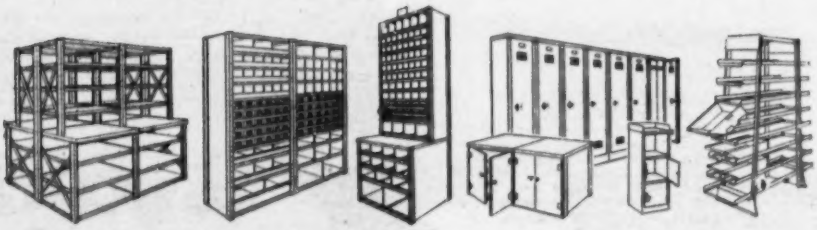

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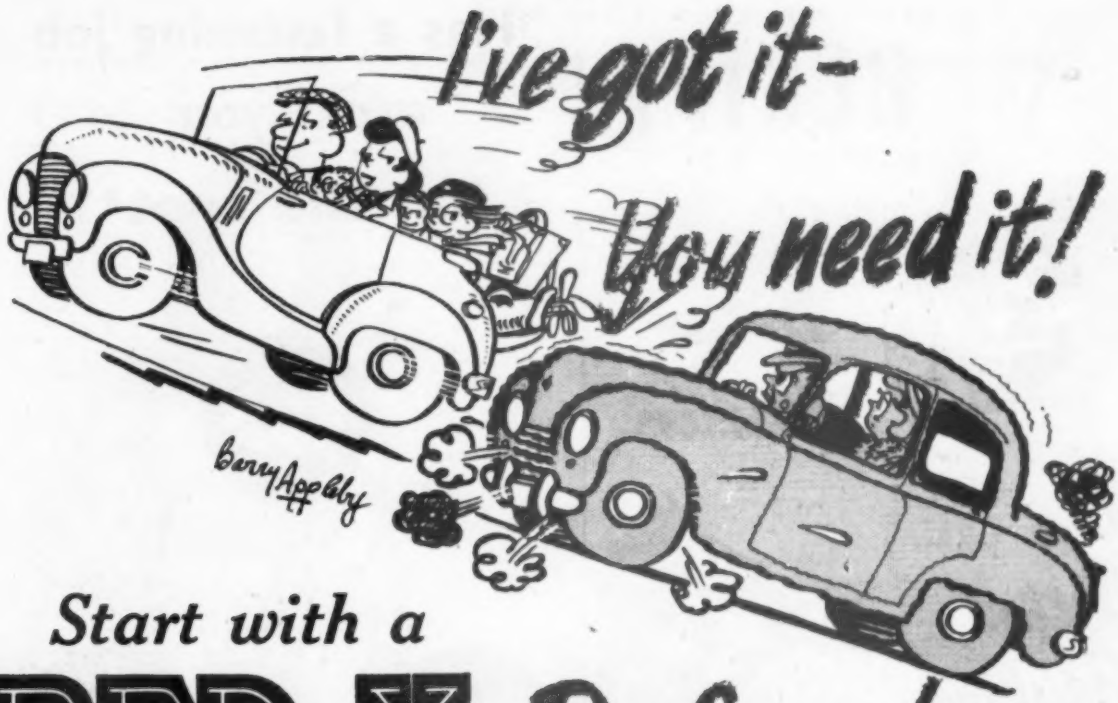

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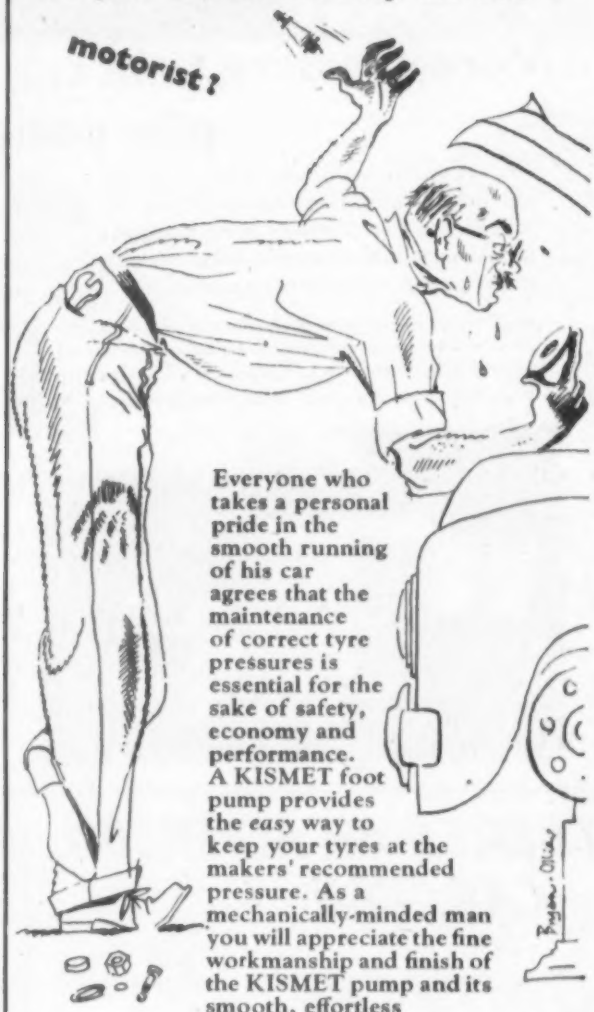

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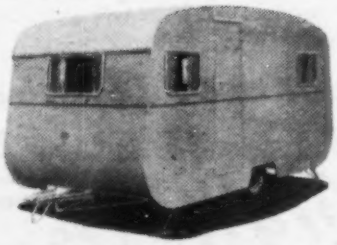

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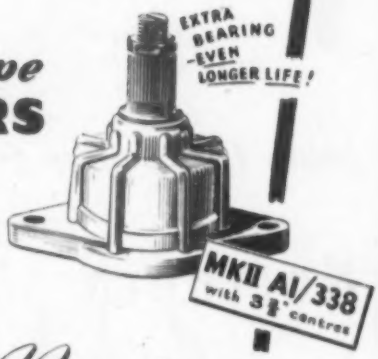

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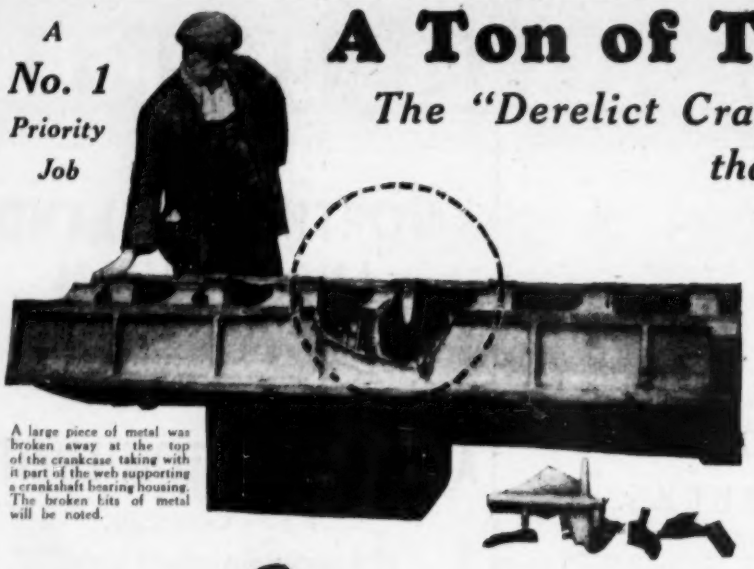

A large piece of metal was broken away at the top of the crankcase taking with it part of the web supporting a crankshaft bearing housing. The broken bits of metal will be noted.

BARIMAR has long been familiar with "weighty visitors"—damaged machinery of outsize proportions. The illustrations depict a crank-chamber, weight about a ton, and part of the engine of an electric generator in a big Government establishment in a remote district. This casting, seven feet six inches long, was in a bad state.

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Home and Overseas: £3 5s. 0d.
Canada and U.S.A.: $10.

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The Autocar
FOUNDED 1895

No. 3007 *Friday, July 17, 1953* Vol. XCIX

Tactless

THE oil companies have a most unfortunate way of appearing high-handed in their dealings with customers, and could hardly have chosen a worse moment than the present to raise the price of petrol. Motorists are exceedingly resentful of the high price of petrol, and although 2s 6d of the cost per gallon is tax, most of their resentment is, however unfairly, concentrated on the oil companies. For that the companies have themselves largely to blame. They launched into a trade war over "selected representation" at an unwise juncture in economic affairs; the expenditure on service station sites, at a time when the nation was being implored to hold fast and save, was obviously considerable, and "charm schools" for pump attendants added to it.

All this time the motorist, while grudgingly accepting that his ultimate good was being studied, waited patiently for more tangible benefits. He paid the additional price for better fuels not only to enjoy freedom from the drawbacks of Pool performance but also because he believed in giving his car the best; most things live longer if well fed. The post-war inflation was spending itself and prices began to come down; in some industries, notably textiles, they fell through the floor. For petrol they stayed obstinately up, and the expression "Gulf price" began to be heard elsewhere than in oil company offices. And as consumers realized that Gulf price was virtually dominated by U.S.A. general commodity price levels, the craziness of perpetuating the torrid activities in the Gulf of Mexico as a price basis became apparent; it was hitching the laggard British economy to the shooting star of fabulous America. Moreover, as the motoring organizations point out, it is difficult to see why Gulf price, which allows for tanker freight rates across the Atlantic, should have anything to do with the cost of petrol in a country that gets 90 per cent of its crude oil supplies from the Middle East, and refines its own motor spirit. And on top of all this is the fact that the latest increase coincided with the revelation at the Institute of Petroleum summer meeting that deliveries of first-grade petrol, the expensive stuff, have now reached 60.6 per cent of the whole. Motorists can hardly be blamed if they feel that the oil companies are taking advantage of a willing market; few of them know about Gulf price fluctuations.

The Road to Disrepute

IF the Minister of Transport is wise he will take stern action over the steady, octopus-like spread of the speed limit that is going on all the time. A weakness in the law permits the limit to be lengthened merely by the addition of lamp-posts, and so much restriction breeds disregard. The object lesson in this matter is the 20 m.p.h. speed limit for heavy goods vehicles, which has fallen into a disrepute that goes far deeper than is generally appreciated. The law is archaic, and has now been turned into a restrictive weapon by drivers who will not permit its repeal but who persistently disregard it. Although such an ultimate fate cannot be visualized for the 30 m.p.h. general limit, it is following the goods vehicle limit into disrepute.

The basis of respect for the law is respect for the makers of the law, and successive governments have done little to earn the respect of motorists. Whatever casuistry may be invoked to excuse the diversion of Road Fund moneys, motorists feel that they have been robbed. Their money was subscribed to provide roads to accommodate the motor vehicle; this has not been done, and the robbers have imposed a further penalty on the robbed in an effort to escape the consequences of their dereliction of duty. Viewed in this quite reasonable light, it is a wonder that motorists give speed limit signs any significance whatever.

Good drivers know the safe speed for a road and drive within it. Where the safe speed is far in excess of 30 m.p.h. but local authorities have artificially restricted it by using a loophole in the law, it is not surprising that normally law-abiding motorists transgress.

CALENDARIC

WHAT ARE THE RESPONSIBILITIES OF THE NATIONAL

By J. A. COOPER, Sports Editor

THIS year of grace has already demonstrated one fact to the student of motoring sport: that the enthusiasm for the sport, in this country especially, has never been higher, and that it is still rising. Good; that is a very desirable state of affairs for many groups of people, including the manufacturers of sports cars, the many establishments specializing in their maintenance and tuning, and the spectators at motoring events. But there can be no gainsaying the fact that this increase in popularity is bringing in its train some particular problems, and one of these is now reaching serious proportions. This is, of course, the crowded state of the calendar, with its inevitable clashes of date between events.

Before examining this problem in detail it seems opportune to restate the machinery by which motoring sport as a whole is governed and kept in check. The parent body is the organization known as the *Fédération Internationale de l'Automobile*, or, more particularly, the *commission sportive* of that august body. From it issues the International Sporting Code, the bible of all international motoring sport. In each country subscribing to the international agreement on which the international body is based, control is vested in the national club, which for Great Britain is naturally the Royal Automobile Club.

In the sphere of international events, in which competitors from any of the signatory countries may compete, the calendar relating to such events is drawn up by the F.I.A. *commission sportive*. Each national club puts forward its own suggested dates for the events in its own country, and the international body has to sort them out and decide which shall be admitted and which refused or postponed to avoid undesirable clashes between events of similar calibre in different countries. This, in itself, leads to some argument, as may well be imagined, and even more difficulty arises from the fact that during the course of the year there are always requests for additional dates or changes of date, and these do not always receive attention as quickly as would seem desirable.

Then, in each country, the national body has the unenviable task of drawing up its own yearly calendar of national events—that is, those in which only competitors bearing that

country's competition licence may take part. Requests are put forward by all the automobile clubs in Great Britain and Northern Ireland for permits to run their events on certain dates, and the R.A.C. has the task of sorting them out and correlating them, avoiding, where possible, clashes between similar events in the same part of the country that cater for the same competitors. In the past, this system has worked well, on the whole; but the enormous increase in the number of clubs and events is beginning to create problems which were unknown and unforeseen in pre-war years. For instance, in the first draft of the British national competition calendar for 1953 there were approximately 770 events! Even if these were equally distributed over all the days in the year, there would still be just above two per day; but in fact, of course, they are concentrated almost entirely at the weekends, and the congestion sometimes becomes acute.

Refuse Permits?

Now, a major question of policy is involved. Although it is often said that, as the R.A.C. is the controlling body of motoring sport in this country, it is up to that body to do something about this state of affairs, even to refusing permits for more than a certain number of events, the matter is not by any means as simple as all that. The R.A.C. has in the past quite rightly taken the view that it exists to foster motoring sport and not to suppress it, nor to control it more than is necessary in the interests of safety. If a club wishes to organize an event, and is competent to do so and confident that it can attract an entry of sufficient competitors to make the whole thing worthwhile, why should it not do so?

Therefore, any event confined to the members of the organizing club—a closed event—has received a permit without question; in the case of open events or those to which certain specific other clubs are invited—closed invitation events—care has naturally been taken to ensure, as far as possible, that each one does not affect the prospects of another. However, in spite of all this, some events have had to be cancelled because a sufficient number of entries had not been received, and others have suffered badly from the number of non-starters. With race meetings, for example, there may sometimes be three or four events of similar character at successive weekends—sometimes on successive days—and optimistic competitors of the most enthusiastic variety enter for them all. That is all very well, but if a car blows up badly or crashes in the first one, it may not be repaired in time to take part in the rest, and the entry lists and prospects of success of the remaining events are falsified thereby.

With regard to the club race meeting, or other event, which is held on private ground of some sort and is not open to the public as spectators, the view is often taken that it does not inconvenience anyone (which is true) and that therefore there is no reason why it should not be held should the club and competitors so desire. Fair enough; but what some of the blinded protagonists often do not realize is that were the event combined with another of the same type which is being staged not far away on the same day (or even the next weekend) *it would result in a much better meeting for all concerned*, with more competition, better prizes, more glory for the winners and far fewer troubles in obtaining sufficient reliable officials.

Public Relations

In another sphere, that of rallies which are run on the public roads, an entirely different consideration arises. There are certain areas in this country which, by reason of the nature of their terrain, are considered particularly suitable for use as interesting road sections of a rally. Therefore, many different clubs run their events over routes, possibly many miles away from their centres of activity, embracing these favoured localities, and some of them are undoubtedly being used just a little too often. Those people who complain about this state of affairs are either the local residents, most of whom have no interest whatever in motoring sport, or militant country-loving hikers; but some criticism on this score is certainly justified.

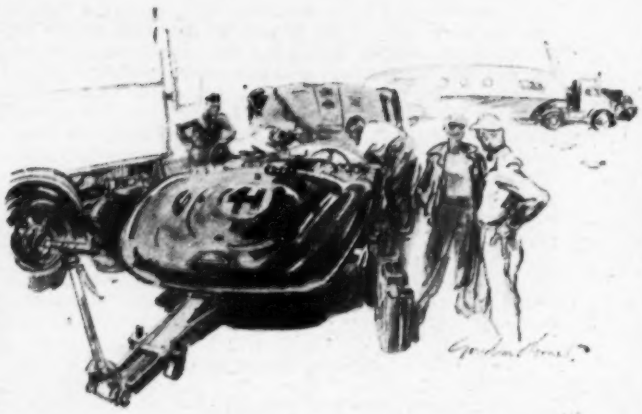
This is the more especially true because of the unfortunate but irrefutable fact that there are a few people among the

THROMBOSIS

BODY IN THE CONTROL OF SPORTING EVENTS?

CALENDARIC THROMBOSIS

. . . . . **continued**



motoring enthusiasts who participate in rallies who seem to think that just because they are at last actually competing in an event they must automatically drive as if that event were the Paris-Madrid, the Mille Miglia, or the bringing of the good news from Aix to Ghent. They are, praise be, in the minority; but this is one of the many occasions in life on which the majority suffer for the sins of the few, and they get the rally motorist, and the enthusiast generally, a bad name.

So much for the present situation; now, what can be done about it? One step which would do much to reduce the number of events and the present congestion would be the formation of more alliances of clubs on the lines of the well-known and very successful Eight Clubs, which appears—from the outside at least, and as far as I know from the inside also—to work admirably. But it is difficult to persuade the majority of club officials that such a course is desirable, perhaps because each club has the innate fear that it would automatically find itself in a subservient position to another—the fear of what our Oriental friends call "loss of face" is an integral part of human nature, in a greater or lesser degree. So this rearrangement will probably not come about in a large enough way to provide much mitigation of the nuisance.

No Solomon

It has also been suggested that the R.A.C. should arbitrarily limit the number of events of certain types; but this would be difficult, if not impossible, to carry out without great protests and accusations of favouritism, and would, indeed, require the judgment of Solomon, who is unfortunately not a member of the Competitions Committee. So we shall probably have to fall back on that good old British standby, a compromise.

In regard to race meetings, I suggest that the R.A.C. should take it upon itself to recommend to such clubs as it may select (on the basis of the reports of the stewards at their 1953 meetings) that it would be for the good of all if they were to band together to run fewer and better meetings next year. All clubs, for the matter of that, could well be circularized on the advisability of co-operation in this way; but some would merit more direct action. For rallies, the problem is a different one, affecting as it does the public highways, and I am now going to make myself unpopular with many enthusiasts.

At most, I think that two or three rallies with more than, say, 250 competitors should receive permits each year. These, of course, would be the major events; they need not necessarily be the same rallies each year. In other words, if a large rally one year does not seem to have been so successful as hitherto, and an up-and-coming young event seems worthy of more attention and opportunity, the latter should receive the more generous permit in the following year.

No other rally should have more than a certain lesser number of starters (60—80—100?), and the R.A.C. (which has to approve the route to be followed in any case, even at present) must exercise its authority to ensure that no particular area of the country receives more than a reasonable share of attention; there is still a large number of comparatively unexplored but quite suitable territories. This last proviso also applies to reliability trials. Even the number of these lesser events must be kept within reasonable bounds, but I am in some doubt as to a suitable figure—perhaps thirty or so.

No restriction need be placed on club social runs, mystery runs, treasure hunts or other similar events (which, if properly organized, can be extremely interesting), but their regulations must obviously be carefully scrutinized to make sure that they are not, in fact, disguised road races! No competition numbers need be carried in this type of event. One school of thought holds that the best type of rally is that in which each competitor chooses his own route between start and finish, sending telegrams *en route* to establish the mileage he has covered; no numbers, no groups of cars. But although this system does not possess the obvious disadvantages of a large concourse of recognizable competitors, it still means that some of those taking part may feel urged to take unjustifiable risks on the public highway, and it cannot, therefore, be defended against those critics who consider that all rallies are dangerous.

I am no fonder of restrictions, controls and rationing than anyone else; but I am reluctantly compelled to believe that some regulations of the above sort are rapidly becoming necessary if the sport is to continue to prosper and to gain public support.

Any comments?

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NEWS and VIEWS

More Complaints

DURING the first half of this year the R.A.C. investigated 187 complaints provided by motorists in the general interest. In 106 cases the club was instrumental in effecting a cure or improvement. Of these, 46 concerned dangerous road surfaces and 26 lack of signposting.

"Integrated Operations"

IN the U.S.A. many component manufacturers to the motor industry are turning to alternative products for public sale, because of the car manufacturers' tendency to make more and more of a car's components themselves. Among those affected are Borg Warner and the Briggs manufacturing company.

Mobile Telephone

BY the end of this summer the German post office telephone service expects to provide an ultra-short-wave telephone service on the German *autobahnen*. Motorists with ultra-short-wave telephones fitted in their cars can be called up while the car is actually travelling on the road and, in the same way, they can make calls from their car. Holland was the first country to provide this service.

Ford Contract

RENEWAL of its entire fleet of vehicles is planned by the Argentine police force and it will involve the purchase of about 600 vehicles. Ford officials in Buenos Aires said that they were negotiating for the deal, although actual orders had not yet been placed. It is understood that some special vans will be supplied from Dagenham and other vehicles from Ford factories in the United States. The total value will be two million dollars.

Unjustified Summons

A REMINDER that summonses should be carefully examined for accuracy is provided by a recent case in which the R.A.C. obtained the dismissal of a prosecution of one of its members. The summons was for exceeding the speed limit on A320 at Ottershaw, Surrey. The police contended that the road was built-up, and therefore subject to a speed limit, through the existence of street lights with their standards spaced at a distance of less than 200 yards apart. On investigation, it was discovered that the distance between two of the lamp standards in question exceeded the specified measurement by a little over seven yards.

Three Shifts

FOR the first time since 1941, machines are now working a 24-hour day in the pressing shop of the Nuffield Organization as an experiment to meet unprecedented demand. More workers have been taken on and although the hours worked by each man will be slightly reduced it is not expected that wages will be affected. Management and staff have agreed to try to make the new system a real success.

Transatlantic H.P.

A NEW scheme to earn dollars for Britain has been initiated by the Rootes Group. In co-operation with the Pan-American airline, the plan enables customers to fly to Europe, get delivery of a Rootes car on landing, tour in the car, then fly back and have the car delivered later in the U.S. The plan has the particular facility of hire purchase so that at the outset the would-be tourist makes a down payment of one-third of the cost of the flight and the car. The balance can be spread over eighteen months. Cars can be provided to meet aircraft at almost any major airport in Europe and they are provided with the necessary documents, car registration, insurance and international touring *carnets*.

The scheme follows a national survey in America which showed that the two most desired items for the average American family were a new car and a trip to Europe.

ENTIRELY NEW EDITION OF "THE AUTOCAR HANDBOOK"

IN these few years since the end of the war there has been widespread development in car design, and to acquaint the enthusiastic private owner with the technique of modern car maintenance and repair, and to give him the important features of the functions of current components, the 21st edition of *The Autocar Handbook* has been published in a completely revised form.

It would take many volumes, of course, to go into all aspects of car design in detail, but the new edition hits a careful balance between too much detail and explanations which are too rudimentary. Nothing of consequence is left untouched, but at the same time the explanations do not become simplified to the extent of wasting the reader's time. In the earlier days of motoring, readers of *The Autocar Handbook* (first published in 1906) were faced with something new, and any descriptions of the functions of components had to be of a very elementary character; but nowadays some rudimentary knowledge of cars is part of civilized life.

The book opens with a lucid description of the fundamental principles, and then works its way through the purpose, maintenance and repair of the components. These include torque converters, which are now widely used in American cars, integral bodywork, steering mechanisms and the factors influencing their operation, and so on; and it concludes with an interesting and instructive chapter on the law as it affects the motorist.

Profuse illustrations are a feature of the new *Handbook*, and they are seen to best advantage on the superior quality paper used for this edition. They show the mechanical functions with the necessary simplicity combined with extraordinary realism. One of these, of a sparking plug with built-in resistor and platinum alloy points, also illustrates the up-to-date nature of this edition.

Written and illustrated by *The Autocar* staff, *The Autocar Handbook*, 21st edition, contains more than 200 pages and costs 7s 6d. It is published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, and is, of course, available from booksellers.

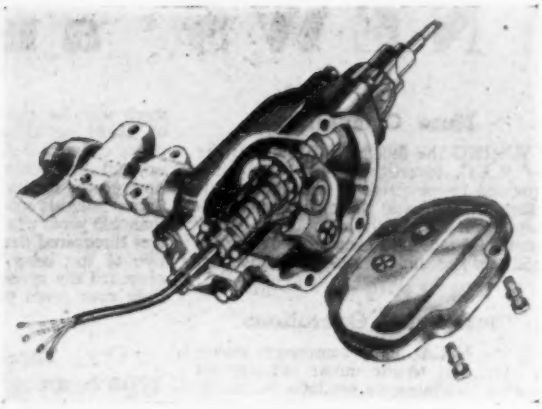
To maintain touch with their pit, the Allards which ran in the Le Mans event carried Pye radio telephone installations. The Lustraphone microphones were almost completely unreceptive to engine and wind noise. Seen demonstrating is Z. Duntov, one of the drivers, and the compact installation is shown on the right.

NEWS and VIEWS continued

Vauxhall Modifications

EARLY this week certain design modifications took effect on all the Vauxhall Velox and Wyvern models leaving the factory. They affect steering and the opening of the bonnet. The new steering is of the Burman recirculating ball type, lighter and more positive in operation than the worm and peg-follower type used previously. The company claims also that the new steering box will have a longer life. The steering gear ratio is 15.5 to 1, and the turning circle is 37ft—two feet more than previously.

The bonnet no longer opens from each side but is of the more usual alligator type opening from the front. It is counterpoised by coil springs so that it is easy to lift. Engine accessibility is not affected.



All Vauxhalls now use this Burman recirculating ball type of steering gear, which gives lighter and more positive operation. (See accompanying paragraph.)

Rootes Appointment

UNTIL recently a Humber director and works general manager, Mr. E. W. Hancock, M.B.E., has been appointed director and general manager of the Humber company at Coventry.

Turkish Oil

AN American oil expert has been appointed to act as counsellor on oil matters to the Turkish Government. It is understood that one of his first duties will be to assist in preparing a Bill to facilitate the work of foreign companies wishing to prospect for and to invest in oil in Turkey.

Exchange Engines

ONE of the best-known reconditioned power unit exchange plans is that for Ford engines, and this has now been extended to include those of the Consul and Zephyr Six. The exchange prices, exclusive of fitting charges but including sparking plugs, are: Zephyr, £42; Consul, £31; V8 (30 h.p.), £47; Ten, £24; and Eight, £22 10s. Reconditioned clutches are fitted at an extra charge ranging from £1 12s 6d for the Eight engine to £4 2s.

Since the exchange plan was put into operation in 1933, well over 1,000,000 engines have been reconditioned.

A Blow for Jowett

AN example of the danger of irresponsible "whispering campaigns" and the unhappy effects which can result from the present state of artificial price levels, which change overnight if the Government so decides, is provided by the statement of the chairman and managing director of the Jowett company, Mr. A. F. Jopling, at the company's 34th annual general meeting. Following a drop in overseas sales the company, expecting also a drop in home demand for the class of product which they produced, reduced output early in 1953. Exports had dropped by 75 per cent in 1952, but the home sales had remained healthy until buyers held off pending the Motor Show in London.

Following the Show, however, there started the campaign for the immediate reduction of purchase tax—without any indication from the Government that such a move was at all likely. The result was that potential buyers continued to wait, and companies such as Jowett were hard hit. For this company specializes in the good, quality car, making desirable modifications promptly as a direct result of competition experience. Jowetts, therefore, found themselves during that waiting period with stock going out of date; stock which had to be written off.

The result: a heavy overall loss, for at December 31, 1952, there was an adverse balance (since liquidated) of £286,353.

First Volkswagens Arrive

ON July 10, 20 Volkswagen cars were unloaded from the s.s. *Titania* in London. They were the first of these cars to arrive following completion of the new Anglo-German treaty. All of them were the de luxe models selling for nearly £740, and it is understood that all were already ordered. Last Monday another 40 were landed, and during the month a total of 112 cars is scheduled to arrive.

Town to Town

A USEFUL town-to-town mileage chart has been prepared in conjunction with the R.A.C. by *The Autocar* and *The Motor Cycle* and is issued jointly by the two journals. The chart, which measures 20 by 13½in, is supplied in a small paper wallet. Distances between some 75 major towns in Great Britain are shown; by means of a subsidiary table the distances between nearly 300 towns can be calculated. The price is 1s (postage 2d).

Summer and Guest Golf

FIRST prize (members, division one) in the Summer and Guest meeting of the Motor Trades' Golfing Society was won by Mr. L. W. Wheeler, with Mr. C. F. Hurlock second and Mr. A. J. Borkett third. In division two Mr. J. T. Tait was first, Mr. J. Cleland second, and Mr. R. T. Kitchen third. Division three saw Mr. E. J. Marston winner, with Mr. A. N. Clissold second, and Mr. V. P. Fitzsimon third. Mr. R. M. Papelian and Mr. J. McKay won the afternoon foursomes.

The Lords Say It

ANOTHER stage in the growing dissatisfaction about the appalling standard of British roads, having in mind waste of money and life, was reached in the House of Lords when Lord Leathers announced that the Chancellor of the Exchequer had recently agreed that Road Fund payments would be increased by a million pounds.

Lord Lucas expressed the general view that the Government must wake up to the fact that neither socially nor economically could the country afford the present terrible toll of the roads. It had to make the roads fit the traffic; it could not make the traffic fit the roads. He said that it was estimated that £150 millions would be needed to put right the black spots which were the cause of so large a proportion of accidents.

COST-PER-MILE BASIS FAVOURS FIRST GRADE

A MOST surprising conclusion was reached by Mr. A. L. King, of Shell-Mex and B.P., Ltd., in his Paper read before the Institute of Petroleum at the summer meeting from June 24 to 27. First-grade motor spirit is cheaper on a cost-per-mile basis than second-grade spirit owing to the high tax element (2s 6d) in the gallon price, provided that a reasonable gain in miles per gallon is achieved. Mr. King suggested that motorists would find it difficult to grasp this but the following small example illustrates the point:—

M.p.g. at 4s 5d per gal = 30 .. .. (a)
M.p.g. at 4s 2d per gal = 28 .. .. (b)

Cost per mile (a) = $\frac{53}{30} = \frac{1484}{840}$

Cost per mile (b) = $\frac{50}{28} = \frac{1500}{840}$

But 1,500 > 1484

∴ (b) > (a)

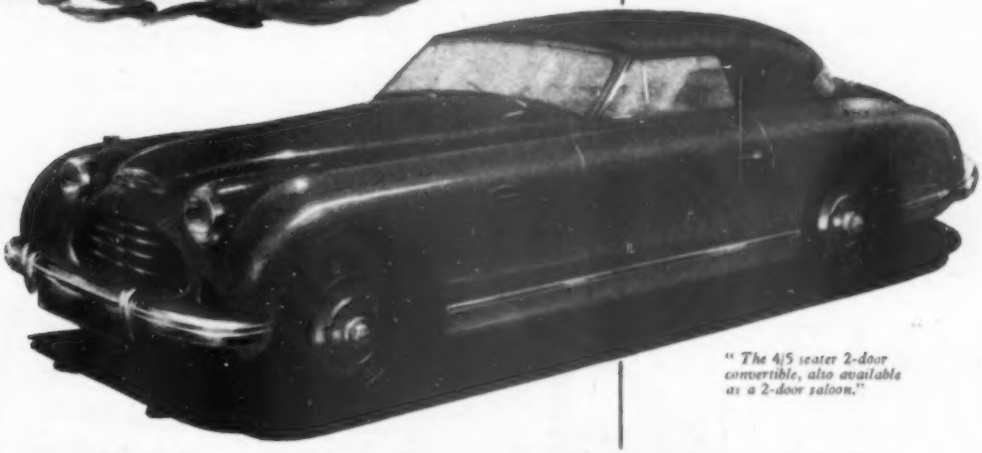
It can be seen, therefore, that on this basis of two extra miles per gallon on an economical car, the dearer petrol is actually the cheaper!

It is doubtful if this economic reason is behind the increased sales of first-grade petrol which were revealed. Deliveries to dealers in 1938 comprised 52 per cent first-grade and 48 per cent second-grade spirit. In February, 1953, these figures were 55.4 per cent and 44.6 per cent; in March, the delivery of first-grade spirit had crept up to 57.8 per cent, leaving only 42.2 per cent for second-grade spirit. A further advance to 60.6 per cent is shown in April with second-grade spirit comprising only 39.4 per cent.

In general, the Paper traced the effect of taxation on the consumption of petroleum products in this country, and Mr. King showed how far the fiscal weapon had been used to influence consumption, and how far it had succeeded in doing so.

Salute to the Elizabethans....

In the Reign of Elizabeth I Drake's flagship the Golden Hind was the Interceptor of the age . . . To-day, in the coming years of Elizabeth II, it is our pride to present this fine craftsmanship designed and built car . . the Twentieth Century Interceptor.



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6 cylinder, 4 litre engine—over 100 m.p.h. 22/24 m.p.g. Effortless high cruising speed 90 m.p.h. = 3,000 r.p.m. 10-30 m.p.h. in top gear—7 secs. 0-70 m.p.h.—17·8 secs. Standing ¼ mile—19 secs. Exceptional visibility in all directions. Ample accommodation for 5 passengers and luggage.

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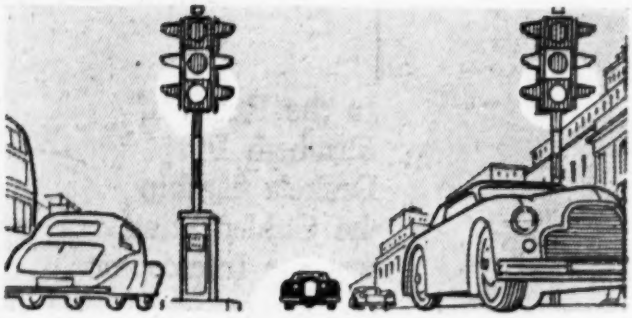
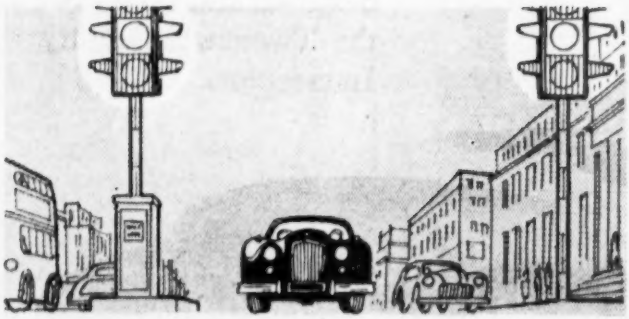
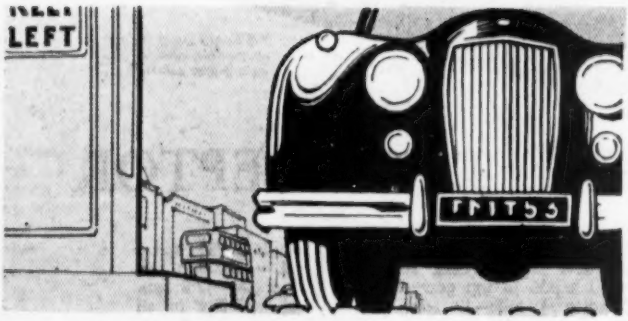


Brake drums are rather like people—they're apt to get rather hot and bothered. And a brake drum at 300° centigrade is quite hot enough to be bothered about... especially when a brake lining continues to be pressed against it with some force! With the searing heat of a brake drum as partner, linings sometimes will fade or lose efficiency. Ferodo Limited believe in research and testing and then more research and more testing, which is why Ferodo anti-fade brake linings will give you safer, smoother, more reliable braking under the trying conditions of modern motoring. **Your guarantee that genuine Ferodo anti-fade linings have been fitted is the orange and black label which the garage will attach to your steering wheel after a re-line.**

WITH FERODO



THE ANTI-FADE BRAKE LININGS



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*** When did you last have your brakes tested?**

Brakes become inefficient so *gradually* that you may not be aware of it. Why not have them checked at a local garage displaying this sign? When a re-line is necessary—insist on

FERODO BRAKE LININGS

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Half Measures

IT is always a saddening experience to see an excellent business sense nullified by a minor stupidity. Having to garage my car in a strange port for three days recently while I took to the water, I wrote in advance for space to a garage which advertised its special accommodation for the purpose. In return, I was greatly pleased to receive

Locked.

information as to how to get right to the door, which I accordingly did—at 11 p.m. on the night before sailing. The place was locked up. I studied the confirmation card for notice of closing hours, to find none, and in any case consider it foolish to think in terms of anything but "always open" where service to steamer passengers is concerned. The hotel porter was helpful, telling me that the same firm had a branch elsewhere that *was* open. I went there to find that full; therefrom I was directed a couple of hundred yards to a service station, also owned by the firm, which was open all night and which had a parking space at the rear. In that my car had to rest, but surely of these three the most important one was the one which served the liners? And surely it can be assumed that late arrivals are to be expected for early morning sailings? And surely, also, it is a good idea to state hours of opening on informational leaflets?

✦ ✦ ✦

Appetite

LISTEN to the tale of an Austin Twelve, which, at 27,000 miles, was consuming a pint of oil every 100 miles; petrol consumption was 30 m.p.g. The owner fitted oil control rings and renewed the orthodox rings, pulling the oil consumption down to one pint for every 900 miles, and this with a de-coke carried out at the same time. But, alas, the petrol consumption dropped to 25 m.p.g. All the usual suspicions had been investigated, and proved unfounded. What was the answer?

I suggested that it was too easy to overlook that the pint of oil which disappeared every 100 miles was being part-burned as fuel, and agreed with the owner that the oil control rings might well be exercising a certain friction that was not there previously. Moreover, I felt that, having stripped down the engine and satisfied himself that everything was in good order, an owner might well drive it just that little bit harder, although subconsciously, knowing that it was safe to do so. However, the owner began to pin his suspicions on high-octane fuel, optimum needs for the engine being 75, because the 30 m.p.g. figure was achieved on Pool. This, of course, is the reverse of what others are experiencing, and what motorists were told to expect, but, if top-grade fuel is the trouble, a further point made by a colleague might be relevant. He suggests that the gain in economy might have been outweighed by the increased volatility of high-octane spirit, resulting in excessive evaporation from the various points where this is possible. As his car is afflicted by a smell of petrol where none existed before, his mind works at the moment in such directions.

Oil control.

✦ ✦ ✦

Unheralded

FROM a ridge across which the wind can whistle between Chard and Crewkerne, on A30 in Somerset, comes a *cri du coeur* from a garage proprietor, accompanied by the cheering news (to this sceptic) that by staying independent of the petrol companies' "solus site" schemes he has increased sales from 15 to 20 per cent. Good.

His heart cry is that the Somerset County Council prohibit the display on the open roads of the county of a recognized petrol sign, in which practice they are joined by Cumberland; they can do so under town and country planning acts. The result is that cars stop for petrol and service in the congested towns and villages of the main road, having sped past the open road garages without noticing them in time. This is planning gone faintly crackers, the sensible thing to do being to approve a standard sign for the purpose, designed by a skilled typographer. But then, political planners do not do the sensible thing; they are so inflated with idealistic theory that their feet never touch the earth upon which most of us toil to make a living.

✦ ✦ ✦

Wondered.

Frippery?

WITH something approaching awe (I think), I read the following the other day, and wondered about the ultimate destiny of mankind. Oh well . . . let's not worry.

> "Trust women to add a touch of colour and gaiety to motor racing. Two of the contestants in the Rallye International des Alpes . . . will do it in a simple but highly effective way. They will wear identical outfits of strictly tailored black and white shepherd's check slacks with lightweight nylon hooded tops in Imperial Flame, a vivid flame red which exactly matches their Chen Yu lipstick and lacquer. This makes a dramatic foil for the Alpine Mist and sapphire blue Sunbeam-Talbot saloon, which as the ultimate in colour co-ordination has a thin flame red line running round the body.
>
> "This may sound like mere feminine frippery . . ."

Your words, plug-writer, not mine.

✦ ✦ ✦

Oh, Yeah?

"MEN will never be controlled by machine." So said an American with more pomposity than profundity recently. Has he ever sat at a deserted cross-roads waiting for a red light to change?

✦ ✦ ✦

Quandary

FACED with the press of cars in a hotel garage last thing at night, I find myself in a quandary. On two occasions I have had my car damaged by careless manœuvring in tight quarters on the part of other guests, but the risk in leaving it outside the garage is, of course, that it might be stolen. Where this is unlikely, owing to surroundings and so forth, I prefer to leave the car outside, but if it goes inside I am careful to leave it unlocked and to leave a window open to let all and sundry know that this is the case. Whichever method one chooses of "housing" the car for the night, the bill is the same—legitimately so, I think.

John Fitch at the wheel of his Sunbeam Alpine, with co-driver Peter Miller, leaves Marseilles. Fitch is still recovering from his accident at Rheims in which he miraculously sustained only minor injuries.

Tough Start for ALPINE RALLY

Early Stages Cause Many Competitors to Lose Marks in Mountain Event

Cortina d'Ampezzo, July 12.

RUMOUR is rife this afternoon amongst the survivors of the sixteenth Alpine Rally. So far, during the first two stages, the event has been a little less arduous than in previous years, and the competitors are wondering what lies ahead. Do not, however, run away with the idea that motoring has been easy. Out of the 101 cars that left Marseilles on Friday night, 11 failed to complete the 585-mile journey to Cortina either through mechanical trouble or owing to some mishap, and only 61 cars arrived without loss of marks at the time check. Of the 11 to fall out, Mme Stempert was in collision with a bus, Bernestein's Jowett was reported to be on tow near Bolzano, Cunane's Jowett had blown a gasket, Buschmann's Porsche had engine trouble, and Franzer's Sunbeam-Talbot had gear box trouble at Nova Levante, where his co-driver, Sherley Price, had a protruding con-rod last year.

Burgess' Aston Martin, and Edgar Wadsworth's Healey, had disappeared quite early during the night. Derek's Morgan had a damaged front end but managed to limp in to Cortina. Charles Fothergill's Vanguard struck a guard stone in avoiding a passing car which had swerved to miss a cyclist, and Mme Tozzi Condivi's Sunbeam-Talbot was in collision near Susa—a tale of woe sufficient to show the severity of Alpine motoring at an approximate speed of 37 m.p.h.

From Marseilles, the route led to Sisteron, Embrun, Briançon, and over Mont Genèvre into Italy, then to Turin and along the *autostrade* to Monza. Here a timed test over a standing kilometre was held during the night. It was bitterly cold but fine, and the drivers were lucky that it was not raining or snowing, as it was in later tests. Fastest time was made by Ian Appleyard, 32.6 seconds, with R. S. Henson and J. A. Cooper (Jaguar) second in 33.4 seconds. Of the small cars, Mme Pochon's Renault was best with 43 seconds, which, according to the formula used for marking, gave her 125.259 marks and first place in the general classification. In light of this, Appleyard's 110.429 does not seem favourable, but the larger cars will undoubtedly have the advantage in some of the succeeding tests.

Blind Bends

After Monza, the route led to Bergamo, Ponte di Legno, a time check at Male over the Mendola Pass, and down into Bolzano. From Bolzano the final stretch covered the three passes, Pordoi, Lana and Falzarego, which lead to Cortina. The road is magnificently engineered and it is not the gradient which makes it severe, but the numerous blind hairpin bends which demand high-geared steering, and the ability to accelerate swiftly on the short straights. In parts, the surface is excellent, but much road work is going on and the sign *lavori in corso* is much in evidence. Add the fact that many huge coaches, often with equally large trailers, carry on a regular Bolzano-Dolomites service, and some idea of the hazards of the route may be imagined. Again, although the actual gradients are not severe, remember that a car may be in second and third gears for miles on end, which puts a tremendous strain on engines, transmissions and tyres, that may take its toll in the end. It is thus necessary to make up time to check oil levels, adjust brakes, replenish header tanks and take on fuel, in addition to other minor adjustments.

STOP PRESS : A late modification to the fourth stage of this year's "Alpine" caused a hasty reorientation of navigators' ideas as regards the stage from St. Moritz to Val d'Isère, which was due to be taken after the rest day on Tuesday, July 14. The new stage, which had a length of 610 kilometres (373 miles), started from St. Moritz, went over the Bernina Pass and across the frontier to Tirano in Italy. This was a time control. Thence it ran through Sondano Belladore to another time control at Bormio, and over the Passo di Gavia and the Ponte di Legno, to a third control at Edolo. An *autostrada* timed section at Bergamo was reached through Lovere, and the time control thereafter was La Mandria ; from here competitors went through Cavaglia, Ivrea, Pont St. Martin and Chatillon to Aosta, and thence to the time control at Pré Saint Didier, in France. After this, they took a timed climb test on the Col Petit Saint Bernard, crossed the frontier once again and passed through Seez, to the final control at Val d'Isère. This route misses out the Col de Grand St. Bernard, but includes the Passo di Gavia, which is a very rough pass used in the Liége-Rome-Liége rally and is responsible for a lot of the trouble in that event.

At the top of the Pordoi Pass, 7,000ft above sea-level, snow had fallen in the night and still lay five inches deep on the roadside, although the surface was clear but still treacherous. The Sunbeam Alpine team, headed by Stirling Moss, swept over and down the other side at speed, striving to make up a few precious minutes in which to attend to the cars before entering the *parc fermé* at Cortina. This team was experiencing troubles with wheel nuts working loose. The Porsche team had time to make brake adjustments outside the *parc fermé* and, although Leslie Johnson had a punctured tyre on his Sunbeam Alpine, he still had 11 minutes in hand. In the evening, the results of the first day's run were announced and, as usual, led to many stories of ifs and buts.

This morning (July 12) at 9 a.m. the second stage of the rally started. This included the run round the Dolomite circuit, back over the Falzarego, Lana and Pordoi passes, and constituted a timed hill-climb of 30 miles, on to Vego, over the Passo Rolle to Feltre, Belluno, Auronzo, Cima Bianche, and back to Cortina, a run of 190 miles at an increased scheduled speed of nearly 39 m.p.h. for the small cars, and just over 43 m.p.h. for the large cars. For this run the roads were closed, but even so the route is difficult enough. This event was punctuated by incidents such as when Doctor Barker's Sunbeam-Talbot went slowly but inexorably over the edge of the road, then rolled down a steep slope, happily without injury to the crew.

On the timed climb, Stirling Moss had to stop twice, once when a plug lead came adrift and again when his rally plate fell off. Despite these misfortunes he managed to make fastest time of the Sunbeams with 45.08 seconds, although best time of the 2- to 2.6-litre class was made by Gatta's Lancia in 44.15 seconds. Mme Pochon's Renault was best in the smallest class with a time of 49.33 seconds. In the next class Grosgogeat's Panhard was fastest with 47.55 seconds; Rastit's Peugeot was best with 48.58 seconds in the 1- to 1.3-litre class. Ponensky's Porsche, with 42.41 seconds, was fastest of the 1.3- to 1.6-litre cars and Herzet's Ferrari topped the 1.6- to 2-litre class with 44.08 seconds. Hoerning's Jaguar was best in the big class with 42.02 seconds. Ian Appleyard was a very close second in 42.59 seconds.

As is usual on this stage of the Rally, the toll had been heavy, and in addition to Doctor Barker's Sunbeam-Talbot the following British entries have had to retire: the M.G. of G. T. Gibson and J. E. Milne, the Jaguar of W. H. Waring and Bennett, and Galliford's Sunbeam-Talbot. The number of survivors is now 78, and the number of competitors without loss of marks is 44.

Liége—Rome—Liége Changes

TO avoid Nice *en fête* and in order to introduce a German section, changes have been introduced into the route of the Liége-Rome-Liége rally, the big Belgian-organized event (August 19-23). Instead of going from Barcelonnette to Guillaume, Nice and Cunéo, it will embrace the Col d'Allos and pass through Fugeret, Entrevaux, the plain of the Var and Escarène, to rejoin the old route and reach Cunéo by the Col de Braus—of Monte Carlo fame—Sospel and so forth; the Col de la Cayolle is therefore abandoned.

In Germany, the 1953 route strikes off in a new direction. Competitors enter by Alt-Breisach in the direction of Freiburg, and through Schauinsland, Neukirch, Triberg, Freudenstadt, Karlsruhe, Kaiserslautern and Losheimergraben, which is on the Belgian frontier. The return to Spa is as last year.

The Alpine Rally route for Monday, July 13, included the famous Stelvio Pass, the innumerable hairpin bends of which can be seen in this view. The 450-mile stage took the competitors into Germany (Munich) for the first time since the war, whence they returned through Austria to Italy, surmounting the Stelvio on their way to St. Moritz, Switzerland. The full story of this year's Alpine Trial will appear in the next issue.

SERVICE VIEWPOINT

Squeal and Scrub

THE twin evils of front tyre wear and squeal on corners are giving a great deal of concern just now. They are, of course, encountered only on cars with independent front suspension, and whilst it is easy enough to account for them, it is not so easy to get rid of them. One source of trouble is that there are so many bits and pieces in some modern steering mechanisms, and therefore there are so many places where there may be backlash. Now, both front wheels are obviously supposed to share equally the steering of the car, and so it is obvious that if there is any lost movement in the chaos of rods and whatnot which have replaced the track rod of olden days, the wheel which is most directly connected to the steering box will have to do most of the work, whilst the other one will roll along with a certain amount of latitude. Thus, the right wheel scrubs like fury, and squeals in anguish whilst so doing, and loses its tread at an alarming rate; as I have observed, the cure is difficult, but there is a partial remedy. The first and most obvious step is to eliminate as much backlash as possible from the steering joints, by ordinary adjustment. And the other is to investigate the possibility of removing any springs from the "track rod" ends, and if necessary replacing the complete ends with fully adjustable springless types. By this means, the clearances can be cut to a minimum without undue stiffness of the joints, and the squeal will correspondingly diminish. This done, if the front tyres are changed over frequently enough, the position will be a little easier. During any adjustments, check *and recheck* the geometry.

The Happy Medium

IT seems that few motorists fully realize how much money they could save by studying the characteristics of their engines, and driving accordingly. I mean, particularly, the study of the economical speed of the engine, when everything is turning over sweetly, smoothly, and economically. A modern car, whose engine "peaks" at somewhere around the 4,000 r.p.m. mark, will probably live twice as long and use much less petrol if it is constantly driven with the engine turning at between 2,500 and 3,000 r.p.m. Yet one often travels with a driver who, although he is not a fast driver on the open road, will yet run up to "peak," and sometimes a little beyond, in the intermediate gears.

It seems to me that Fords had a good idea some years ago, when they used to mark off the speedometer dials in the desirable speeds for each gear. It is easily proved that fuel economy can be about 40 per cent better if these recommended speeds are adhered to. Top-gear speed is less important, for there are many factors which govern it, however inconsiderate the driver may be. Road conditions, wind resistance and so on, all play their part, and it is a matter of fact that, with a vehicle mechanically governed to 45 m.p.h. on top gear and corresponding speeds on the intermediate gears, it is possible to achieve average speeds on point-to-point running, which are only decimal points slower than those obtained when the vehicle is ungoverned, and capable of its maximum of 60-65 m.p.h. The sum of all this is that, on a 100-mile run, it might cost a gallon of petrol—and we all know how much that is—to save five minutes running time. It's a steadying thought, isn't it?

Costing Chaos

AT our last directors' meeting, our accountant took us severely to task on the matter of suiting labour charges to mounting overhead costs. All good, clear, common-sense stuff, undeniably accurate and backed up by unassailable figures, which showed us that most of the time we were working for nothing. How nice, I thought, to be able to boil down all the little problems of customer handling into this detached and astringent approach to the problem of "what should we charge?" But, when you get back on the workshop floor, it is all eyewash. Our good man of figures tells us that no job can be undertaken without a job-card; that no job-card can be filed without a 4s 6d minimum charge having been paid; and that all time must be paid for whether the job is completed or not, successfully or otherwise. If we do not carry out these instructions, we are told, we will not make a living. Well, if that is true I, for one, will starve, for I could never come to charging 4s 6d for fitting a new fuse any more than I could make a repeat charge for doing finishing-off work, which we ought to have done properly the first time.

It *is* a big problem, there can be no doubt, and last year's figures are ample excuse for the accountant's concern. But we shall have to find a compromise of some sort. One that occurs to me is to place some sort of a value upon work which demands a wide experience of some particular fault, on the principle of the old craftsman who charged 6d for doing the job and £4 19s 6d for knowing how. There will be complaints, I know, but then you can't please everybody, and, thank goodness, most of our clients are pretty reasonable citizens.

Misalignment

WHEN diagnosing some obscure fault in cars, I have repeatedly found it helpful to ask the owner whether the onset of the trouble could be traced back to any particular abnormal circumstance. A recent instance was the investigation of a clutch which had failed three times in less than 10,000 miles, and which threatened to go on giving trouble unless the basic cause could be rooted out. After considerable thought the owner concluded that the trouble had first started soon after a relatively minor collision with the starboard beam of another car. Apparently the damage had been little more than superficial, the wing being bent somewhat, and the forward chassis member having been minutely distorted. At first, it did not seem that this incident gave us a clue to the clutch failures, until it was noticed that the rear engine mounting consisted of a piece of sheet metal, bolted across the bell-housing face, and fastened to the chassis sides so as to form a cross-member-cum-engine-mounting. Upon closer examination, it was found that this "bit of cocoa-tin," as it was disrespectfully described, had suffered some slight distortion in the collision, with the result that the engine now sat at a small angle to the longitudinal axis of the car. It did not need much imagination to see that instead of running concentrically with the first motion shaft the clutch centre was constantly trying to describe an arc, and was pulling the middle of the centre plate adrift in a very short time. Half an hour straightening the cocoa-tin has now restored to the owner the freedom from trouble which we have come to expect, and receive, from the modern clutch.

Life Gits Tedious

FROM an advertisement in an American journal, I quote the following, just to show how easy it is for you to get maximum m.p.g.

> 1. Warm up your engine for 2-3 minutes. 2. Locate the carburettor idling adjustment screw, and turn it to the right until your engine dies. 3. While the engine is still dead, turn the idling screw ONE HALF TURN to the left.
>
> THAT'S ALL THERE IS TO IT! Start your engine again . . . see how much easier and smoother your motor starts and runs. You will be amazed when you check your gas mileage and will immediately feel the difference in power and pick up.

TUNESMITH.

No. 1503: ARMSTRONG SIDDELEY SAPPHIRE SALOON

The Sapphire has a smart, distinctive body style with clean lines but an air of individuality. The car is particularly attractive in two-tone exterior treatment.

the Autocar ROAD TESTS

THE name Sapphire is well known in the aircraft world as that of a very powerful turbo-jet engine produced by the Armstrong Siddeley company. It is not surprising, then, that this name should be used by the company for their latest car. First shown to the public in the autumn of last year, the Sapphire created very considerable interest, both æsthetically, as the car is striking in appearance and a good-looker, and technically, as the engine and transmission have a number of interesting features such as hemispherical combustion chambers with inclined valves operated by a single side camshaft, and an electrically operated preselector mechanism for the Wilson-type gear box.

With an accent on refinement, the Sapphire has a very definite air of quality together with a very lively performance. It is a car for the specialist motorist who requires a vehicle with a measure of individuality not to be found in a quantity produced car, but who also requires good value for money. Providing a very useful mean maximum speed comfortably over the 90 mark—91.25 m.p.h. under the test conditions, to be exact—the 3½-litre engine is tuned to produce a high torque at low r.p.m., where it is needed for normal purposes, and in consequence the acceleration is very brisk. The time for the standing quarter mile is 20 sec, while half that time is required to accelerate from 30 to 50 m.p.h. on top gear. The Sapphire will cruise comfortably at 75 to 80 on a very accurate speedometer, while at 60 it seems to be taking life very easily indeed. The six-cylinder engine is particularly smooth and silky, although with the ignition set for optimum performance there is a trace of pinking even on first grade fuel. This is a little surprising in view of the compression ratio and the shape of the combustion chamber.

The transmission includes a four-speed planetary gear box with electrically operated preselection, together with a centrifugal friction clutch. The electrical system does not perform the actual gear change, which is done by the "clutch" pedal, but is used to operate the mechanism which decides which gear is to be selected; the solenoids used for this purpose are energized only momentarily as the clutch pedal is being released. The control switch itself is a finger lever which works in a five-position visible gate on the end of an arm mounted on the steering column. It is well placed and convenient to operate—the only criticism is that it gives a quite loud click when a change of position is made.

The normal system of preselector gear changing is used with this transmission, and the centrifugally operated plate clutch provides a smooth take-up when starting from rest in the forward direction, although on the car tested there was some tendency for it to grab in reverse. This was more particularly noticeable when operating in a confined space, such as parking at the kerb between two other cars or when reversing out of a garage. On the open road the transmission is very pleasant; fast changes can be made without the driver taking his hand off the steering wheel at the time when the actual change is made. The mechanism also proved very convenient for the fast full-throttle gear changes used when taking the performance figures, and under these conditions there was no sign of excessive slip of either the clutch or the gear box band friction linings.

The suspension is an example of modern conventional

There is a folding central arm rest in both seats as well as combined arm rests and pulls attached to the front doors. All the doors have deep pockets with spring-loaded lids. Passenger grab handles are provided in both compartments.

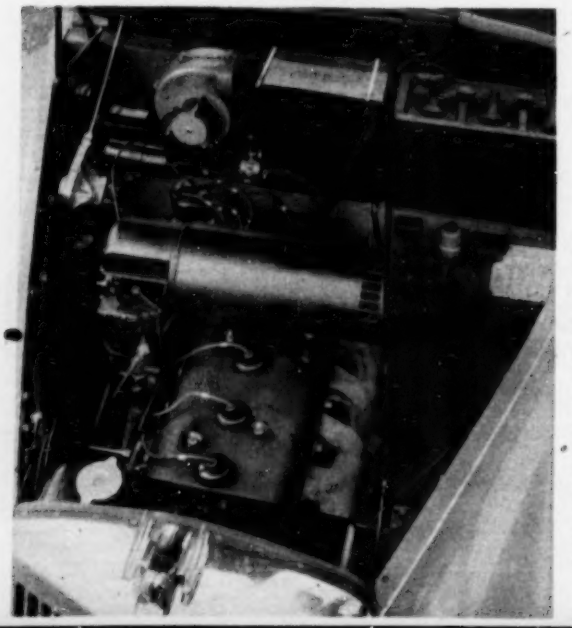
A traditional style of radiator grille blends well with the general lines. Separate built-in fog lamps are mounted below the faired-in head lamps, and an over-rider is fitted to the wide bumper on each side of the front number plate. Right: The clean, sweeping contours can be seen from this angle. The front wing line is carried right through the panel enclosing the rear wheel. Both doors are hinged from the central pillar, and a trap door in the rear wing conceals the fuel filler cap.

ROAD TEST . . . . continued

design, independent at the front with coil springs and wishbones, and by half-elliptic leaf springs at the rear. It is perhaps a little unusual in that there is an anti-roll bar at both front and rear. The car is very stable on corners and, driven two up, there is a noticeable amount of understeer, but with passengers in the rear compartment and a good quantity of luggage in the locker this is considerably reduced and a condition of neutral steering is obtained. A very slight trace of wander was noticed at speeds above the 90 mark on one particular stretch of Continental road of the *autobahn* type, but that tendency was not noticed in this country and perhaps may have been excited by the expansion joints between the slabs of concrete on the road in question. The springing generally is very good and over all types of road surface the Sapphire provides a smooth ride. The suspension damping also seems just about right for normal operation, although a fast driver might prefer a slightly harder damper setting at the rear.

The steering is geared to give 3½ turns from lock to lock, it is light and positive, and has a good self-centring action; also it does not transmit shocks back through the wheel. The brakes are powerful and progressive and did not show any sign of fade either on the road when the car was driven fast, or during the performance testing. There was no loss of balance or noticeable increase in free pedal travel during a very considerable mileage.

The sparking plug leads pass through insulators in the top of the rocker cover. The single carburettor is provided with a large air cleaner placed athwart the engine. All the electrical equipment is conveniently mounted on the bulkhead; the battery is on the left-hand side, while the coil, regulator box, fuses and windscreen wiper motor are on the left. The ignition distributor is placed high up towards the rear of the engine.



As regards engine noise, the Sapphire is very quiet, but there is some gear noise in the lower ratios, a slight whine associated with this type of unit used, which is not excessive. No vibrations are transmitted to the car body from the mechanical components. Some tyre noise is noticed, particularly when traversing cat's eye reflector studs. There is comparatively little wind noise even with the windows or ventilator panels open, and draught-free air circulation can be arranged by opening the front quarter lights and the hinged panels which form the rear side windows.

The ultimate test for a car's driving position is to sit in it for a very long journey, when slight discomforts, which may appear to be of only a minor nature on a half-hour trip, become items of major importance. As regards driving comfort the Sapphire earns full marks. The wheel is correctly raked and well placed in relation to both the pedals and the seat, and the pedals themselves are nicely positioned. It would be even better if the throttle pedal were a little larger and perhaps closer to the body side panel to give increased leg support. An unusual feature about the construction of the throttle pedal itself is that the pad is rubber mounted, presumably to insulate the driver from possible vibration. There is plenty of room for the left leg, and the foot-operated dip switch is well placed.

From the driving seat there is good forward visibility and the side lamps on the top of the front wings can be clearly seen. Tell-tale lights are built in to indicate that the side lights are functioning correctly at night, and these also act as useful distance markers. Thin windscreen pillars and a large glass area, together with a carefully placed mirror, produce very good all-round visibility. A two-speed electric motor powers the windscreen wipers, which cover a useful area of the screen. The instruments, together with the minor controls, are grouped in front of the two-spoke steering wheel in a position where they can be readily seen by the driver. The instrument lighting is sufficiently bright to enable the gauges to be seen at night, but it does not cause glare or reflections in the screen.

Although the front doors are quite thick at the bottom, a feature that is inconvenient at times when the car is parked in a relatively narrow garage, under normal conditions when space is not limited the front of the car is very easy to get in and out of. The seats are exceptionally well sprung and upholstered. Both back rest and cushion of the single bench-type front seat are of ample proportions and provide plenty of support. The rear seat, too, is well arranged; there is

The large luggage locker is lined with insulating material which also prevents damage to the luggage. There is a separate lower compartment for the spare wheel, and the unusually complete range of small tools is carried in a tray above the jack and starting handle.

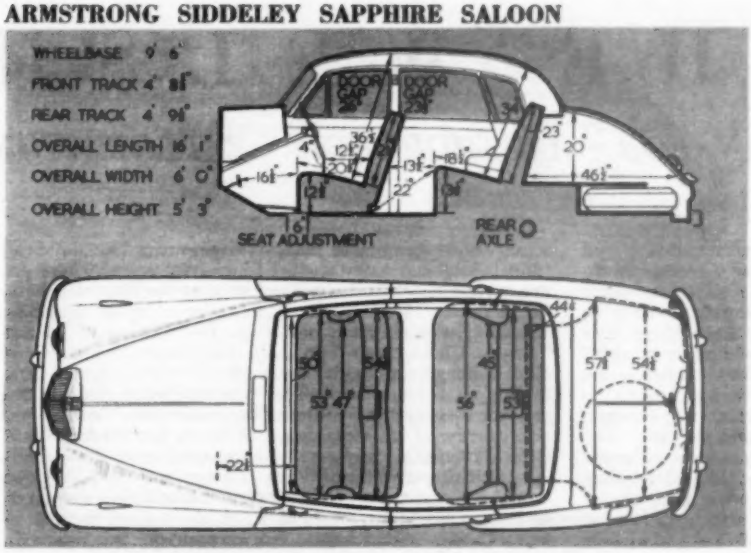
plenty of leg room even with the front seat set well back, and sufficient width to accommodate three people.

The interior generally deserves special comment, as the fittings and trim are all very well finished, without ostentation, a feature that contributes markedly to this car's very definite air of quality and well-being. There is an abundance of genuine leather of fine quality and polished hardwood in specialist bodywork style—materials associated with English quality coachwork. The head lining is a fine-ribbed plastic material which helps to produce a bright and clean interior. In the facia there is a lockable glove box with a sloping floor to prevent the contents from falling out when the lid is opened; there is also a useful tray behind the rear seats. The main luggage compartment is large. The 16-gallon fuel tank can be filled very quickly without risk of blowing back. It is large enough to provide a very useful range, and also incorporates the now rare and sometimes invaluable provision of a reserve, controlled from the facia. The horns are very effective and have a penetrating yet pleasing note; they are controlled by a button in the centre of the steering wheel. The double dipped head lamps provide a powerful main beam for fast night driving, together with a good spread of light when in the dipped position.

Starting from cold was at all times very good, and little use of the mixture control was required in the fairly high air temperatures prevailing. The front suspension and steering has 17 lubricating points which require attention at intervals of 2,000 miles.

The Armstrong Siddeley Sapphire is a British quality car which sets a high standard of performance and detail finish. It is not excessively thirsty for its engine size, and is very good value for money in its class. More important than all this, perhaps—it is a pleasing car to drive and quite easily the best model yet to issue from a famous factory.

ARMSTRONG SIDDELEY SAPPHIRE SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.091 to 1	5.564 to 1	8.153 to 1	13.909 to 1
10—30	7.9	6.8	5.1	4.3
20—40	9.5	7.3	5.5	—
30—50	10.0	7.9	6.6	—
40—60	11.9	8.8	—	—
50—60	13.6	10.6	—	—
60—80	16.6	—	—	—

From rest through gears to:

M.P.H.	sec
30	4.6
50	10.1
60	15.5
70	22.0
80	32.7

Standing quarter mile, 20.0 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	91.25	146.89
	(best)	91.50	147.28
3rd		64—78	103—126
2nd		40—51	64—82
1st		25—30	40—48

TRACTIVE RESISTANCE: 22.5 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	255	1 in 8.75
Third	320	1 in 6.9
Second	420	1 in 5.2

BRAKES:

Efficiency	Pedal Pressure (lb)
86 per cent	100
68 per cent	75
46 per cent	50

FUEL CONSUMPTION:
18 m.p.g. overall for 376 miles, (15.7 litres per 100 km).
Approximate normal range 17-20 m.p.g. (16.6-14.1 litres per 100 km).
Fuel, First grade.

WEATHER: Fine, dry; very slight wind.
Air temperature 68 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of October 10, 1952.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	91
True speed	10	20	29	39	49	59	68	79	89	91

DATA

PRICE (basic), with saloon body £1,110.
British purchase tax, £463 12s 6d.
Total (in Great Britain), £1,573 12s 6d.
Extras: Radio £43 18s 4d.
Heater, Fitted as standard.

ENGINE: Capacity: 3435 c.c. (209.64 cu in).
Number of cylinders: 6
Bore and stroke: 90 × 90 mm (3.543 × 3.543 in).
Valve gear: Overhead, push rods.
Compression ratio: 7 to 1.
B.H.P. 125 at 4,400 r.p.m. (B.H.P. per ton laden 70.2).
Torque 176.5 lb ft at 1,000 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 20.2.

WEIGHT (with 5 gals fuel), 32 cwt (3584 lb).
Weight distribution (per cent) 50.8 F; 49.2 R.
Laden as tested: 35¾ cwt. (3,998 lb).
Lb per c.c. (laden): 1.16.

BRAKES: Type: F, Two-leading shoe. R, leading and trailing.
Method of operation: F, Hydraulic. R, Hydraulic.
Drum dimensions: F, 11in diameter; 2¼in wide. R, 11in diameter; 2¼in wide.
Lining area: F, 93 sq in. R, 91 sq in. (103 sq in per ton laden).

TYRES: 6.70—16in.
Pressures (lb per sq in): 24 F; 26 R. (normal).

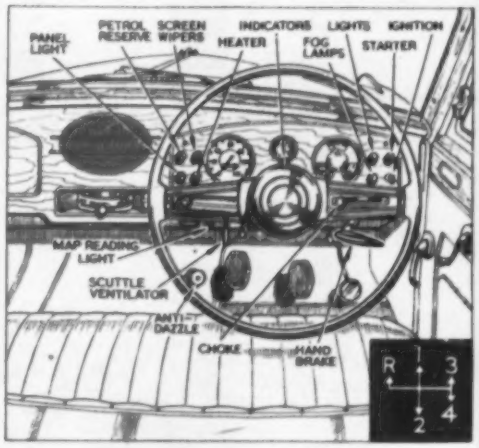
TANK CAPACITY: 16 Imperial gallons (including 1½ gallons reserve).
Oil sump, 10 pints.
Cooling system, 28 pints.

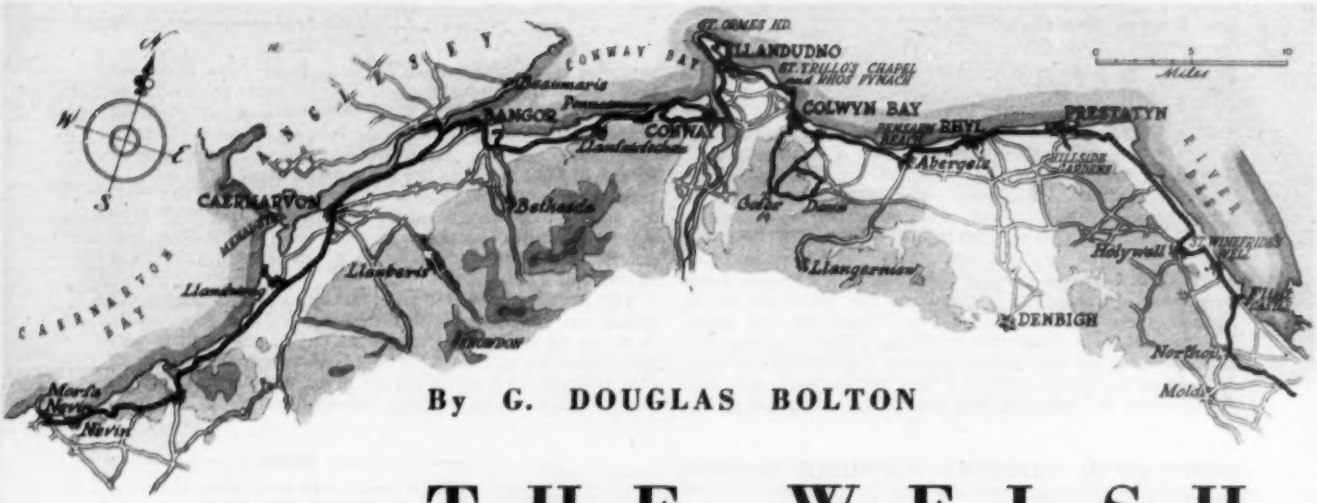
TURNING CIRCLE: 42ft 6in (L. and R).
Steering wheel turns (lock to lock): 3¼.

DIMENSIONS: Wheelbase 9ft 6in.
Track: F, 4ft 8½in; R, 4ft 9½in.
Length (overall): 16ft 1in.
Height: 5ft 3in.
Width 6ft 0in.
Ground clearance: 8in.
Frontal area: 25 sq ft (approx.)

ELECTRICAL SYSTEM: 12-volt, 64 ampère-hour battery.
Head lights: Double dip, 48-48 watt.

SUSPENSION: Front, Independent coil springs and wishbones; anti-roll bar.
Rear, Half-elliptic leaf springs and anti-roll bar.





By G. DOUGLAS BOLTON

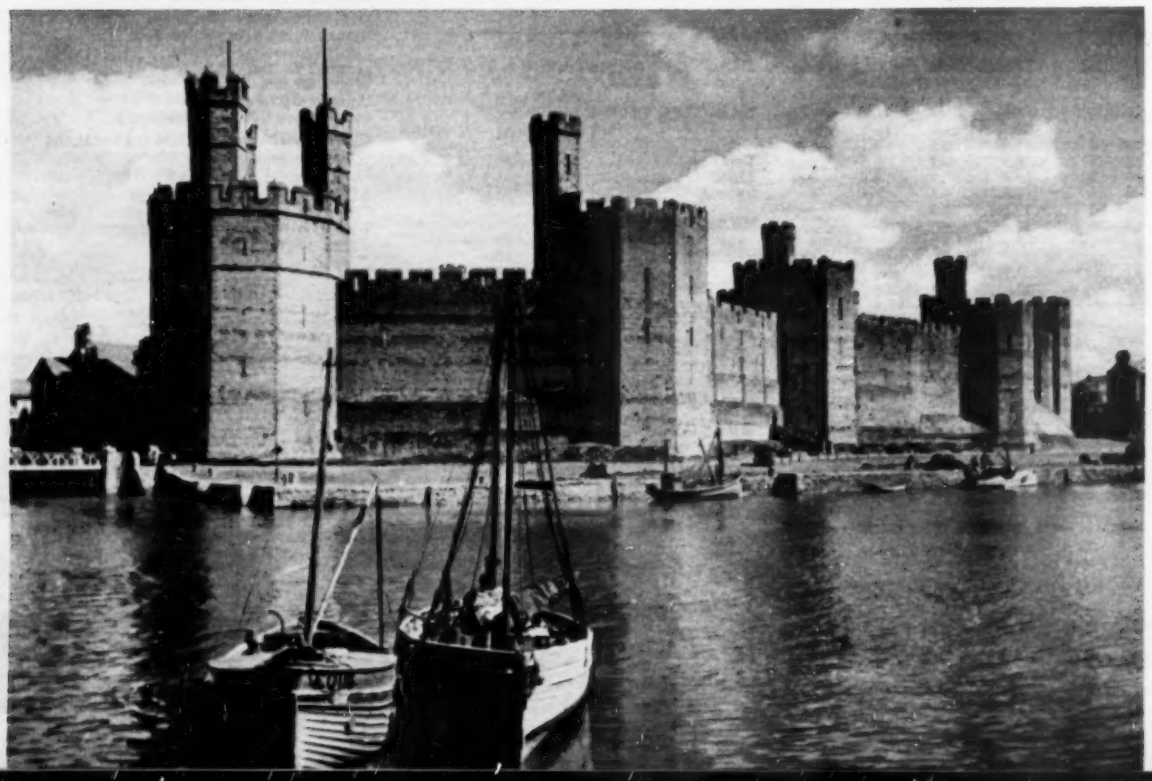
THE WELSH

PLAN FOR A THOROUGH EXPLORATION

THE coast of North Wales offers versatile motoring and amazing variety of scenery. During a recent photographic tour of the Welsh coastal resorts the author was able to spend several weeks travelling from Flint to Nevin. Although this would normally be an ordinary day's drive, a touring holiday lasting a week could easily be spent over the route. If such a holiday were taken just before the height of the season, say, in late May or early June, the problem of accommodation would be almost non-existent. At this time one can pick and choose to good purpose. The obvious disadvantage of covering the route in a day or week-end is that one has no time to stop. Places like Llandudno, Conway, Caernarvon and Bangor, alone offer more attractions than can conveniently be seen in a day.

The roads throughout are absolutely first class and include some really spectacular feats of engineering like the road tunnels between Conway and Llanfairfechan. There are even a few mild thrills on hand such as the Sychnant Pass, Great Ormes Head and the climb over to Nevin near The Rivals. Ewloe Castle is one of the few features of interest between Chester and Flint but there is another castle at Flint itself situate on the shore where it takes quite a little finding on a first visit. The ruins are worth visiting not only for their unusually interesting architectural features but also because of the view they give across the Sands of Dee. Before attempting any extensive exploration of these sands it is well to remember the fate of poor Mary of Kingsley's ballad. If you must call your cattle home across the sands of Dee it would be much better to do it from the top of Flint Castle. According to one account the tide comes in

Caernarvon's impressive thirteenth century castle was the birthplace of Edward II, the first Prince of Wales.



at over 30 miles an hour—definitely discouraging to peripatetic wandering.

Just beyond Bagillt it is worth turning inland to Holywell to visit St. Winefride's well, one of the seven wonders of Wales. The well is situated beneath a strikingly beautiful chapel said to have been built by Margaret Beaufort (1443-1509). This well is believed to have remarkable curative properties and has been visited by Catholic pilgrims for many hundreds of years. The story of St. Winefride is one of the most remarkable ever to be told. She was a Welsh maiden who lived in the VIth century at the time of Prince Caradoc. Having wooed her in vain the prince struck off her head and where it fell the spring gushed forth. Her uncle, St. Beuno, reunited her head to her body and St. Winefride lived to become Abbess of Gwytherin. This well has been called the "Lourdes of Wales" owing to the remarkable number of cures effected by its waters. Even

On the Lleyn peninsula on Caernarvon Bay, Nevin has a wonderful stretch of sandy bathing beaches.

RIVIERA

OF THE NORTH COAST

when mining activities diminished the flow, and water had to be mechanically conveyed, the cures continued. The adjacent medieval bath is also noteworthy. The bubbling well of strange green water, the dark surroundings of the crypt, and the candles at the shrine, made a strange picture almost awe-inspiring in quality.

In complete contrast are the pleasures of Prestatyn, first of the many holiday resorts on our journey. A good general view of the town can be obtained from the top of Hillside Gardens where it will soon be realized how large Prestatyn is, and how much there is to see. The town centre is about half a mile from Central Beach and the two other beaches are about a mile apart. The sands are good and if you bring your children to Prestatyn you can count on having expended one day of your holiday!

I like Llandudno, Colwyn Bay, Rhyl, and Prestatyn in that order. Rhyl offers more than two miles of promenade and about every attraction you can think of, except the natural beauty of hills and cliffs. Yet the estuary of the Foryd offers very picturesque scenes. The next attraction on our journey is Pensarn Beach, Abergele—yet another beach where there is every inducement to park the car and forget that Nevin is still nearly as far off as ever! The attractions of nearby Gwrych Castle are also well calculated to absorb a good deal of time. In fact it is really surprising how many people ever get as far as Llandudno!

Colwyn Bay

Old Colwyn is linked to Colwyn Bay—itself adjoining Rhos-on-Sea—and as you admire the tremendous panorama from Penmaen Head towards Little Ormes Head it will be obvious that nothing less than a day will do justice to Colwyn Bay, a town in which a good forty miles were covered in search of photographs.

We now have a background of hills and woods and a naturally beautiful setting. Before going too far do not miss the Fairy Glen, Garden Castle and the promenade east of the pier. The Dingle and Eirias Park can be next explored, followed by a somewhat tricky drive to the top of Pwllycrochan Woods. These make a very fine viewpoint, but are a shocking place to find—unless your command of the Welsh language is reasonably good. It is possible to drive from this vantage point to Llanelian-yn-Rhos where there is an old-world inn, an ancient church, and a cursing well. The hills to the south of Colwyn Bay are threaded by a maze of narrow lanes offering immense scope for getting lost. The distant attractions of Gofer and Dawn were unwillingly thrust upon me before the Vanguard pulled up at the inn at Llanelian-yn-Rhos. After a meal, efforts to locate the cursing well did not meet with success. This was largely because the actual well no longer exists, though the site remains. St. Elian's Well was originally a wishing well and is described as having had curative properties. In time it became a cursing well whose aid people sought to curse their enemies. The victim's name was written on paper, wrapped in lead and put into the well. A charge was made for this service but the victim could always get the curse removed by paying a fee to the well-keeper, who would then remove the curse from its lead wrapping and hand it over to the unfortunate victim. The fact remains that this superstition was greatly feared throughout Wales until the local rector had the well drained to stop its evil work.

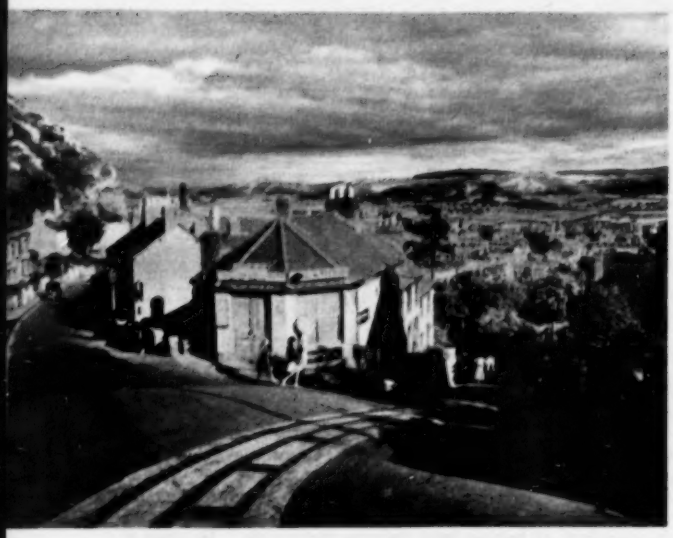
Rhos-on-Sea

St. Trillo's Chapel at Rhos-on-Sea is also built over a well and is a snug little building hidden between promenade and foreshore in a sheltered position. Once you know where it is you can park your car within a few yards. Drive to Rhos pier, continue a short distance along the marine drive, park the car and walk along the promenade until you look down on to a tiny cell ten feet by eight feet. The Cistercian monks of Aberconwy may have raised the present chapel, though possibly on the site of an earlier one.

Having viewed this tiny chapel we move across to Rhos Fynach, a picturesque medieval building in a charming garden not far from the pier. There is room to park the car in the drive and one can get a light meal in the Monks' Kitchen in surroundings which seem in unbelievable contrast to the teeming cafés and gaiety of modern Colwyn Bay.

Taken from Penmaen Head, Denbighshire, this photograph shows Colwyn Bay, Rhos-on-Sea and, in the distance, Little Ormes Head.

THE WELSH RIVIERA . . . . . continued



Lying on the shores of the bay between the headlands of Great and Little Ormes, Llandudno is a holiday resort.

Rhos Fynach, the "marsh of the monks," was a farm held by the monks of Aberconwy. Rhos Fynach, with its fine entrance hall, solid timbering, medieval furniture and old-world atmosphere, provided one of the most interesting visits of the tour, all the more pleasant because unexpected.

Llandudno must be regarded as the finest holiday resort in Wales owing to its superb natural setting beneath the steep slopes of Great Ormes Head, a rocky promontory giving the town two shores, Ormes Bay which you see from the usual approach, and West Shore reached by way of Gloddaeth Avenue. Cliffs and hills give opportunity for fine rock gardens and attractive viewpoints. Llandudno has certainly made the most of her natural geographic position.

There are two especially attractive short drives. The toll road around Great Ormes Head, known as the Marine Drive, starts from practically sea level near the Happy Valley and gradually climbs along and around the face of the great cliffs of the headland, until the road summit is reached 300 feet above the sea. On the descent to Gogarth there are widespread views across Conway Bay to Anglesey. You can see the scant ruins of Gogarth Abbey in the hotel grounds. A nearby memorial to Lewis Carroll is especially charming. It is not surprising that parts of *Alice in Wonderland* were written here.

Up the Headland

The summit of Great Ormes is nearly 700 feet above the sea and you can get within a few feet of the top by car. The climb is short but very steep. The shortest way is to follow the tram route, but this is not recommended. The gradient from the tram terminus is probably no more than a steady 1 in 4 but it looks a lot steeper. If you meet a tram there is no room to pass, which will mean reversing all the way down a very severe gradient. Ty-Gwyn Road and Tabor Hill, the bus route, are the best approach, and then, where the road widens, one can follow the tram route up the steepest portion which has a good surface. Provided you can keep moving all is well, but a restart on this gradient is not for the beginner.

Nothing can be said here about the caves, fossils, cromlechs, and copper mines dating back to Roman times and space permits but scant reference to the Rocking Stone, otherwise we shall never get away from this amazing headland. The road continues beyond St. Tudno's church and descends by a series of enjoyable zig-zag bends down to the marine drive.

The southbound road leads to Deganwy and across the picturesque and celebrated suspension bridge into Conway. A particularly fine view of this bridge, one of Telford's most graceful structures, can be enjoyed from the top of the castle, a splendid viewpoint for the whole of Conway and the surrounding countryside.

There is a lot to see in Conway apart from the castle and the bridge—the town walls, a fine Elizabethan manor house called Plas Mawr, Aberconwy, a still older house preserved by the National Trust, and Britain's smallest house near the harbour.

There are two routes to Penmaenmawr; one climbs over the Sychnant Pass and the other is the modern coast road which tunnels through the cliffs of Penmaenbach Point. Both routes are so diverting there is nothing for it but to follow both and cover half of the journey twice! The Sychnant Pass is the old route and is an easy climb, although it would seem to have disconcerted our remote ancestors. This is a Welsh mountain pass in miniature and its summit of 550 feet seems a great deal higher. The view down to the coast at Penmaenmawr, showing the descending road like a ledge cut into the hillside, backed by the blue of the sea, is one of the best along our entire route. On the other hand, the thrill of driving through the magnificently engineered road tunnels along the direct coast route from Conway to Penmaenmawr is an experience not to be missed. This is the Welsh Riviera at its best.

Massive

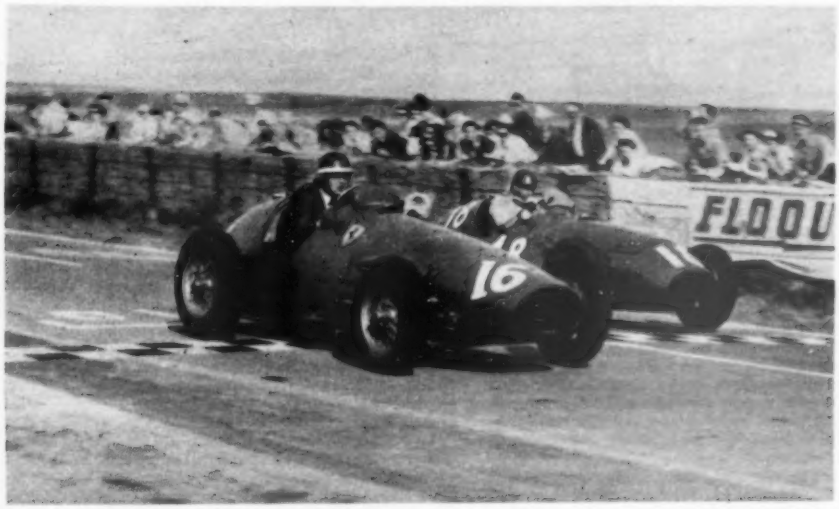
Penrhyn Castle is now under the care of the National Trust. Although a comparatively recent replica of a Norman castle, the keep is a model of Rochester castle and is a massive building. The furnishings are solid from an immense slate bedstead downwards. Remember that it is closed on Sundays.

Bangor is diverting. It has a cathedral, an imposing and massive university perched on a hill, a fine museum and various gardens and viewpoints. The nearby Menai and Britannia bridges should not be missed.

Caernarvon is dominated by its castle, an immense structure covering three acres, completed in 1322. Two turrets of the Eagle Tower are boarded up but you can climb the third and get a bird's eye view of the entire castle, all Caernarvon, and most of Anglesey and Snowdonia. A fortnight was spent at Caernarvon, but there is space only to advise a glimpse of the town walls, the promenade, the old streets and nearby Roman Segontium.

Rhos Fynach (The Marsh of the Monks) at Rhos-on-Sea.

SATURDAY at SILVERSTONE



The Ferrari and Maserati of Fangio and Hawthorn come tearing up the long straight of the Rheims circuit during their fantastic duel in the French G.P.—will it be continued at Silverstone tomorrow?

CONTINENTAL G.P. BATTLE TO BE RESUMED TOMORROW ON BRITISH SOIL

THAT the British Grand Prix at Silverstone on Saturday, July 18, should be a repetition of the great French G.P. at Rheims is, unfortunately, too much to hope for; such a battle does not take place twice within a lifetime, let alone within a few weeks. However, with the entry of the full Maserati and Ferrari *équipes*, it should at least emulate its predecessor. For the first time in this country since the last war, there is the prospect of seeing two equally matched, world-dominating *marques* fight for first place in Britain's national race; anticipation and uncertainty—the spices of motor racing.

The British Grand Prix occupies three hours (lap equals 2.927 miles). The race is due to start at 11.35 a.m. Drivers for Ferrari are Ascari, Farina, Villoresi and Hawthorn; for Maserati, Fangio, Gonzalez, Bonetto and Marimon. Naturally, these two Italian *équipes* tend to overshadow the British contingent, which is nevertheless a strong one; there are full teams of Connaught, using the Indianapolis-type fuel injection system, H.W.M. and Cooper-Bristol. Ian Stewart of *Ecurie Ecosse* and Tony Rolt drive Connaughts, and Stirling Moss and Peter Whitehead are entered in Cooper-Altas. Ken Wharton drives one of the team Cooper-Bristols, and Roy Salvadori a works-entered Connaught. From France, there are the Gordini *équipe* (drivers Trintignant, Schell and Behra), and Louis Chiron, in an Osca; and from Switzerland, Baron E. de Graffenried (Maserati).

Before the major event of the day, the five-hundreds will raise the curtain with a 15-lap race that starts at 10.15 a.m. All the well-known half-litre following is represented: Cooper — Kieft — Erskine Staride—and the Leston Spl. S. Lewis-Evans, E. Brandon and S. Moss are entered in Coopers, Don Parker (Kieft), R. G. Bicknell (Staride), and Les Leston in his own special. One entry on the list—that of the Arnott, driven by L. Wood—is likely to cause much conjecture; it represents a revolution in car body materials, as it has dropped its normal outer covering of sheet metal and taken to a newly developed glass fibre plastic body; this is much lighter and stronger.

For British spectators, probably the most unknown quantity in the 100-mile International *Daily Express* sports car race is the entry of two Chrysler-engined 5,454 c.c. Cunninghams — their first appearance in this country. They will be driven by Briggs Cunningham and Phil Walters; the latter finished third at Le Mans this year. *Ecurie Ecosse* has entered four Jaguars, and George Abecassis appears at the wheel of the new H.W.M. sports car; it will be interesting to see what Hans Ruesch, with the potent 4-litre Ferrari, will do against such opposition. The graceful Aston Martins will be there in force, led by Reg Parnell, who drove a fine race at Silverstone in May.

The 17-lap *formule libre* event performs, perhaps, the swansong of formula 1; dominating the entry are the two supercharged B.R.M.s, entered by Mr. A. G. B. Owen, to be driven by Juan Manuel Fangio and Ken Wharton, and a last-minute entry, that of J. M. Hawthorn in the 4½-litre Ferrari. Challenging them is the 4½-litre Thinwall Special Ferrari, with G. Farina at the wheel, and L. Rosier's 4½-litre Ferrari; also in the field are the veteran E.R.A.s and two formula 1 Maseratis.

Race Timetable

	Begins	Ends
500 c.c. race ...	10.15 a.m.	10.55 a.m.
British Grand Prix	11.35 a.m.	2.35 p.m.
Sports car race ...	3.30 p.m.	4.45 p.m.
Formule libre race	5.20 p.m.	5.55 p.m.

Admission charges: All-in car ticket (admitting all passengers to course): £1 10. Enclosure tickets: 6s per person. Coaches: £9 10s.

Train excursion trip: Depart Euston 7.40 a.m., Watford 8.8 a.m.; arrive Blisworth 9 a.m. Return fare from Euston (including admission to course): 19s 3d; from Watford: 15s 6d.

B.B.C. Broadcasts on Light Programme: 11.30 to 11.50 a.m.; 1.35 to 1.45 p.m.; 2.00 to 2.30 p.m.

Television service: 10.00 a.m. to 11.00 a.m.; 3.30 to 3.50 p.m.; 4.00 to 4.15 p.m.; 4.35 to 5 p.m.

ENTRIES

British G.P. (3 hours)

Connaught 1,967: Bira, B. Salvadori, K. McAlpine, A. P. H. Rolt, I. M. M. Stewart. **Cooper-Alta 1,960:** S. Moss, P. N. Whitehead, T. A. D. Crook. **Cooper-Bristol 1,971:** J. Stewart, K. Wharton, A. Brown, P. R. Gerard. **Ferrari 1,980:** G. Farina, J. M. Hawthorn, A. Ascari, L. Villoresi, L. Rosier. **Gordini 1,988:** M. Trintignant, H. Schell, J. Behra. **H.W.M. 1,960:** P. Collins, J. E. D. Fairman, L. Macklin, J. D. Hamilton. **Maserati 1,988:** J. M. Fangio, O. Marimon, F. Bonetto, F. Gonzalez, E. de Graffenried. **Osca 1,986:** L. Chiron.

500 c.c. race (15 laps)

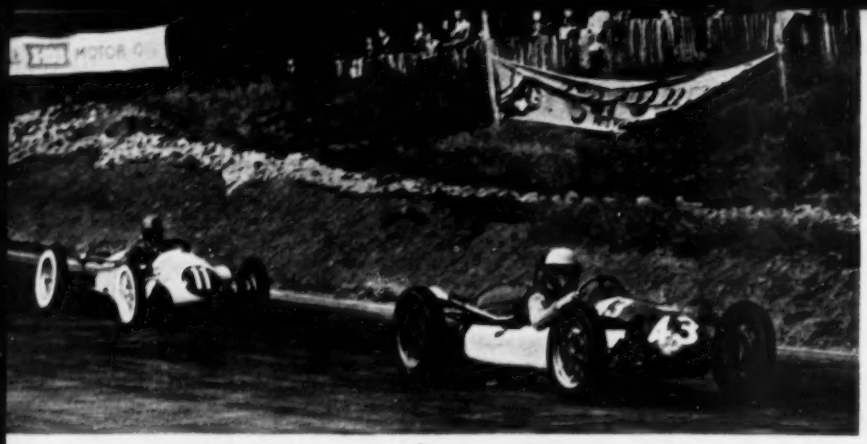
Arnott: L. Wood. **Cooper:** D. K. Swan, Hon. E. G Greenall, A. Brown, K. Brandon, D. A. Clarke, G. H. Wicken, F. H. Bacon, S. Lewis-Evans, G. H. Symonds, A. J. Nurse, D. P. Truman, S. Moss. **C.B.S:** T. J. Clarke. **Erskine Staride:** J. D. Habin, R. G. Bicknell. **Gross:** W. L. Grose **Kent-Smith:** G. G. Smith. **Kieft:** D. Gray, D. Parker, J. F. Westcott. **Leston Spl:** L. Leston. **Mackeen:** I. Burgess. **Martin-Headland:** C. D. Headland. **Revis-Norton:** K. A. Gregory. **Smith 500:** K. W. Smith. **Staride:** N. Sanderson, E. Fenning. **Tiger Kitten:** H. C. Lones. **Wasp:** E. J. Moor.

Sports car race (35 laps)

Aston Martin 2,922: R. Parnell, P. Collins, R. P. Salvadori, R. Dickson, K. H. Downing, A. O. Whitehead. **2,580 c.c. s:** P. Clark. **Allard 5,410:** K. Watkins. **Cooper-Bristol 1,971:** T. A. D. Crook. **Cooper 1,074:** J. D. Barker. **Cunningham 5,454:** B. Cunningham, P. Walters. **Ferrari 4,101:** W. C. Spear, H. Ruesch. **Frazer-Nash 1,971:** J. R. Stoop, H. A. Mitchell, C. G. H. P. Dunham, W. B. Black, K. Wharton. **H.W.M. 3,442:** O. Moore, G. Abecassis. **Jaguar 3,442:** J. D. Hamilton, E. W. Holt, Sir J. Scott-Douglas, N. Sanderson, J. Stewart, I. M. M. Stewart, J. B. Swift. **Kieft 1,971:** P. Hazelhurst.

Formule libre race (17 laps)

A.B. 1,960: W. S. Aston. **B.R.M. 1,467 s:** J. M. Fangio, K. Wharton. **Cooper-Bristol 1,971:** H. H. Gould, J. S. Somervall. **Cooper-E.R.A. 1,960 s:** P. D. C. Walker. **Connaught 1,964:** J. Lyons. **E.R.A. 1,960 s:** R. Flockhart; **1,488 s.c.:** A. O. Whitehead, A. W. Birrell. **Ferrari 4,500:** J. M. Hawthorn, L. Rosier. **H.A.R. 1,954:** H. A. Richards. **H.W.M. 1,960:** A. J. Nurse. **Maserati 1,500 s:** P. Tuck, R. Dutt. **2,986 s.c.:** F. A. O. Gaze. **R.R.A. 1,781:** G. N. Richardson. **Thinwall Spl Ferrari 4,500:** G. Farina.



A battle between S. Lewis-Evans' Cooper-Norton and L. Leston's Leston Special, using a bug-deflector as a windscreen, lasted throughout the 15-lap final of the Elizabethan Trophy race. Leston, however, did not pass.

FULL AND WELL-ORGANIZED PROGRAMME PROVIDED BY THE HALF-LITRE CLUB

AFTERNOON AT THE

FOR the second time since the war, the ranks of solemn statues on the terraces of the old Crystal Palace were woken from their slumbers on Saturday, and the great trees echoed to the exhaust notes of racing cars. On this occasion the Half-Litre club presented, on behalf of the London County Council, an afternoon's racing which gave the moderate-sized crowd all the excitement they could possibly want. Spectator facilities have been much improved since the last meeting and overhanging branches, which obstructed the view, have been removed. Further work is in hand and, by the next meeting, there should be no grounds for complaint on this score.

The main event, in which some 55 half-litre cars competed for the Elizabethan Trophy, was run in four 10-lap heats and a 15-lap final, the first four finishers in each heat taking part in the final. After the heats came the formula 2 Crystal Trophy, followed by the final of the Elizabethan Trophy. Two more races completed the programme, *Le Petit Prix*, for drivers who failed to qualify for the main event, and the Half-Litre invitation race. In practice R. G. Bicknell (Erskine Staride) and L. Leston (Leston Special) both did laps in 1m 10.4s—a lap speed of 70.08 m.p.h., which compares well with Stirling Moss' formula 3 record of 70.14 m.p.h. which remained unbroken. Tony Rolt's formula 2 record, however, was twice broken—unofficially—during practice; by Leston in his amazingly fast 1,100 c.c. Cooper and R. Salvadori's fuel-injection Connaught. It was officially broken by Salvadori during the race and now stands at 73.59 m.p.h.

The four heats of the main event were run off first and the first of these resulted in a win for I. Bueb's Arnott, which started in the front row on the grid and led from start to finish. Harold Daniell was unfortunate in making a bad start but he managed to move up into fifth place by the finish. In the official results he was given fourth place, but this was wishful thinking and was subsequently corrected.

The second heat was packed with excitement. G. Wicken's Cooper-Norton took the lead during the first lap, followed by L. Wood (Arnott), J. K. B. Brise (Cooper-Norton), J. Rolls (Kieft) and S. Lewis-Evans (Cooper-Norton). Lewis-Evans started a movement which, by the end of the fifth lap, brought him alongside Wicken and the two cars flew past the paddock neck-and-neck. In the following lap Lewis-Evans established and started to build up his lead. Brise, who was lying third in the sixth and seventh laps, came slowly round to retire in the eighth. J. Higham's Cooper came to grief at the Glade in the first lap and Higham was brought back to the paddock with a bandaged face but not seriously damaged.

Shooting Staride

R. G. Bicknell's Erskine Staride took the lead soon after the start of the third heat and held it till the end, gradually increasing his margin over Leston's Leston Special. A. Cowley's Cooper-J.A.P. stalled on the starting line and would not restart, and V. P. Labrum's red Labrani, running without the engine cover, retired in the fifth lap when running fourth. J. Brown's Norton-engined Martin deserved to win the fourth heat; throughout the race he was pressing C. D. Headland, in the lead in a similar car, until, in the seventh lap, he was only ½s behind. He just could not manage it, and finished a few lengths behind Headland. Third place went to D. H. R. Gray's Kieft and fourth to D. Taylor's Martin after he had slipped past J. Nicholson's Cooper in the eighth lap.

It was good, in the formula 2 Crystal Trophy race, to see an all-British entry providing the spectacle—and an excellent one, too—instead of background colour to a Maserati-Ferrari duel in which they were hopelessly outclassed. Tony Rolt's Connaught (Rob Walker's car, and not fuel-injected) took the lead from Lance Macklin's H.W.M. in the first lap with Leston's 1,100 c.c. Cooper third and R. Salvadori's Connaught fourth. In the fifth lap Salvadori passed Leston, and, in the sixth, Macklin, to take second place behind Rolt. Leston, driving beautifully and to the crowds' great joy, passed Macklin on lap 7 and proceeded to chase and harass Salvadori. Looking very "leggy" alongside the formula 2 cars, Leston's Cooper—giving away some 900 c.c. to the others—held Salvadori up to the eighth lap, when he lost a few yards but not third place. Altogether a very exciting race and, but for his bad start, Salvadori might well have challenged Rolt's lead.

The Elizabethan Trophy final resulted in a win for S. Lewis-Evans' Cooper-Norton which held first place from the start. He was challenged in the first half by Leston, who might have caught him if he had not been held up by the rearguard after lapping them in the tenth lap. Third and fourth places were hotly contested by Wicken's Cooper-Norton, and Taylor's and Brown's Martins. These three were very close throughout the race and swopped places right up to the last lap

I. Bueb's Arnott, on the inside, leads R. D. Biss' Cooper-Norton into Ramp bend at the start of the first heat. J. Abbott's Cooper and H. L. Daniell's Emeryson are left on the line, though both subsequently started.

This congestion lasted throughout the 10-lap Half-Litre invitation race. The field is shown here, just after the start, passing under the bridge on Ramp bend; S. Bloor's Cooper-J.A.P. brings up the rear.

PALACE

Left : H. C. Allison's Cooper-Norton slides into the straw bales in the Grove during the fourth heat. Right : Duncan Hamilton (H.W.M.) did well to finish sixth in the formula 2 race, in spite of two broken ribs, a cracked jaw and loose teeth—the heritage of his accident in the Portuguese G.P. at Oporto.

when Brown passed Taylor. Headland's Martin, trying to pass Wicken in the eighth lap, slid off the road at South Tower corner and retired; Brown, too, left the road at this corner but restarted without losing a place. Bicknell's Erskine Staride crashed on Ramp Bend in the first lap, injuring two marshals and the driver.

The *Petit Prix* race was an Emeryson benefit—Daniell leading from P. Jopp after lap 3 and building up his lead throughout the race. C. L. Graham (Cooper-J.A.P.) chased Jopp all the way and was only three lengths behind him at the finish. The final event brought the crowds on to their toes once again. Leston took the lead in lap 2, followed by a howling pack of 500s, no two of which were separated by more than a few lengths for the first seven laps, and the order changed repeatedly; Gray's Kieft kept closing on Leston until, on the last lap, he nearly caught him. Bueb's Arnott took third place in the ninth lap and Lewis-Evans passed Wicken into fourth position in the last lap but one.

So the meeting came to an end; the victors, proudly garlanded, did their laps of honour; the crowds dispersed, and the stone population of the terraces was left, once more, to its thoughts.

PROVISIONAL RESULTS
1.39-mile lap

Elizabethan Trophy Race (4 heats of 10 laps each, 15-lap final): Heat 1: 1, Arnott-Norton (I. Bueb), 12m 33.4s, 66.42 m.p.h; **Heat 2:** 1, Cooper-Norton (S. Lewis-Evans), 12m 26s, 66.90 m.p.h. **Heat 3:** 1, Erskine Staride-Norton (R. G. Bicknell), 12m 18.2s, 67.78 m.p.h. **Heat 4:** 1, Martin-Norton (C. D. Headland), 12m 17.8s, 67.82 m.p.h. **Final:** 1, Cooper-Norton (S. Lewis-Evans), 18m 30.8s, 67.51 m.p.h.; 2, Leston-Norton (L. Leston); 3, Martin-Norton (J. Brown); 4, Martin-Norton (D. Taylor).

Crystal Trophy Race (15 laps): 1, Connaught (A. P. H. Rolt), 17m 23.4s, 71.94 m.p.h.; 2, Connaught (R. Salvadori); 3, Cooper-J.A.P. (L. Leston); 4, H.W.M. (L. Macklin); **Fastest lap (record):** Salvadori, 73.59 m.p.h.

Le Petit Prix (10 laps): 1, Emeryson-Norton (H. L. Daniell), 13m 5.8s, 63.68 m.p.h.; 2, Emeryson-Norton (P. Jopp); 3, Cooper-J.A.P. (C. L. Graham); 4, Cooper-J.A.P. (R. A. Anderson).

Half-Litre Invitation Race (10 laps): 1, Leston-Norton (L. Leston), 12m 26s, 67.08 m.p.h.; 2, Kieft-Norton (D. H. R. Gray); 3, Arnott-Norton (I. Bueb); 4, Cooper-Norton (S. Lewis-Evans).

SEAMAN HAT-TRICK FOR POORE

IN the Vintage S.C.C. meeting at Silverstone last Saturday, Dennis Poore won the Richard Seaman Memorial Trophy in his famous 3.8-litre supercharged Alfa Romeo for the third year in succession. At no time was the car running on all cylinders, at least one plug being ineffective throughout, and this aided Graham Whitehead in his 1½-litre blown E.R.A. to stay in close company with Poore. Whitehead made a great effort to get close enough to attempt to pass but there were always 20 yards or more between them. However, the pace was such that the remainder of the field was lapped at least once during the 39 laps—something over 60 miles.

Behind these two J. Williamson's 1½-litre supercharged E.R.A. went well, although it was not able to keep on Whitehead's tail, and took third place. Special praise, however, should go to J. C. Byrom who, with his 1930 2.3 blown Bugatti, took first place in the special Vintage section of the race in addition to overall fifth place behind Williamson. Poore's winning average speed, incidentally, was a creditable 76.16 m.p.h. with a fastest lap for the race of 77.81.

The weather during the day was a bit mixed; never very warm and raining spasmodically—particularly towards the end of the afternoon. This dampness was partly responsible for one or two dramatic incidents. In the third five-lap handicap C. J. Hamilton, E.R.A., spun off the road at Woodcote, but with considerable presence of mind he kept the engine going, backed on to the road, and continued. Later in the same race W. A. McMillan, B.M.W., also disappeared into the Woodcote ditch and he, too, continued. Miss Betty Haig drove well in this event to take first place in her M.G.

The race for chain-driven Frazer-Nash cars was good; the cars are a delight to watch on the corners, and D. L. Barratt went very well to win from M. S. Geoghegan and J. W. Skirrow. Also worthy of comment at this meeting were some of the "also presents," for at a Silverstone Vintage meeting one hardly expects to see Briggs Cunningham wandering about—nor Bill Spear and Phil Hill. Lord Essendon (Brian Lewis) was also there. Of course, the Americans could just possibly have had tomorrow's sports car race in mind!

PROVISIONAL RESULTS

Five-lap Handicap: First: 1, Bentley 4,398 (G. H. O. Burton), 65.07 m.p.h.; 2, Invicta 4,467 (D. *R.* S. Colwin); 3, Frazer-Nash 1,496 (G. Crowther). **Second:** Austin Spl 747 (J. S. French), 59.10 m.p.h.; 2, Bugatti 1,990 (R. A. Kellow); 3, Riley 1,087 (P. J. E. Binns). **Third:** 1, M.G. 1,422 (Miss B. Haig), 61.84 m.p.h.; 2, Bentley 4,398 (S. J. Lawrence); 3, Bentley 4,398 (E. Smith). **Fourth (for chain-driven Frazer-Nash cars):** 1, 1,496 (D. L. Barratt), 56.64 m.p.h.; 2, 1,495 (M. S. Geoghegan); 3, 1,496 (J. W. Skirrow). **Fifth:** 1, Alfa Romeo 1,750 s (W. J. Frost), 56.57 m.p.h.; 2, Bugatti 1,990 (W. A. Munns); 3, Bentley 4,398 (J. A. Walker). **Vintage sports cars, five laps (scratch): (unlimited):** 1, Bentley 4,398 (J. H. Bailey), 67.15 m.p.h.; 2, Bentley 4,800 (O. G. McDonald); 3, Bentley 4,398 (O. H. G. Burton). **Up to 1,100 c.c.:** 1, Riley 1,089 (L. Gibbs), 58.47 m.p.h. **Up to 1,500 c.c.:** 1, Frazer-Nash 1,496 (G. Crowther), 57.40 m.p.h. **Up to 3,000 c.c.:** 1, Lancia 2,570 (J. G. Veasey), 56.75 m.p.h. **Ten lap handicap: First:** 1, Riley 1,087 (E. Lewis), 53.29 m.p.h.; 2, H.R.G. 1,496 (P. G. Rawcliffe); 3, Frazer-Nash 1,496 (D. L. Barratt). **Second:** 1, Bentley 4,398 (S. J. Lawrence), 64.16 m.p.h.; 2, E.R.A. 1,488 s (C. J. Hamilton); 3, Bentley 4,398 (E. Smith). **Team Relay, 11 laps:** 1, P. J. E. Binns' team (4,300 Vauxhall, 1,991 O.M., 1,087 Riley). **Richard Seaman Memorial Trophy:** 1, Alfa Romeo 3,800 s (R. D. Poore), 76.16 m.p.h.; 2, E.R.A. 1,488 s (A. G. Whitehead); 3, E.R.A. 1,488 s (J. Williamson). **Vintage Trophy:** 1, Bugatti 2,261 s (J. C. Byrom); 2, Riley 1,087 (C. E. W. Schellenberg).

The 2,442 c.c. 1929 Mathis of J. Isherwood went well on Saturday in the Vintage S.C.C. meeting on the club circuit at Silverstone. Here, however, the rear end of the much modified body is having a rough passage as the driver tries too hard to beat his handicap.

Accessories

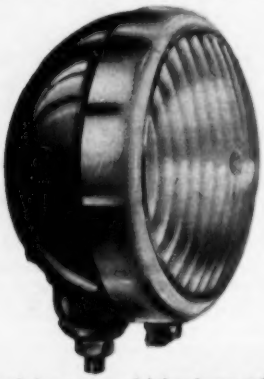
Bosch Lamps in England

A RANGE of Bosch fog lamps and long-range driving lamps is being imported by Bosch, Ltd., 45, South Audley Street, London, W.1. The fog lamp is made in three sizes, 5in, 6in and 7in. It has a fluted lens and a hooded bulb, which give a shallow 90 degree, fan-shaped beam. The lamps are intended to

A Bosch fog lamp in a model which has an enamelled body and plated rim.

be mounted low down where, in the Continental fashion, they can project a layer of light close to the road surface. Clear bulbs are used, giving white light. The long-range driving lamps, which match the fog lamps in style and dimensions, give a long-range light of great penetration and very narrow spread. In both cases 36 watt bulbs are used.

The lamps have steel bodies. The chromium plate on the plated models



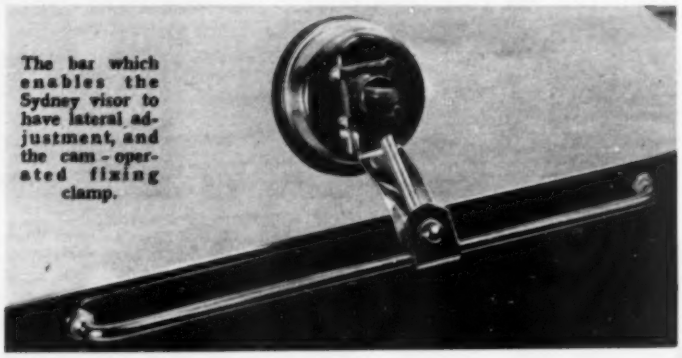
A Bosch long-range driving lamp, which has the same body as the fog lamp.

appears to be sound, however, and both thick and smooth. There is a standard mounting bracket which is finished in metalescent silver cellulose, and all the models have a proper earthing terminal.

Bosch fog and long-range driving lamps are sold at 21 different prices, from £3 3s to £5 4s 6d, and bulbs are 4s extra.

Filter for M.G.s

A WIPAC oil filter kit with all parts and instructions has been introduced for M.G. TC, TD and 1½-litre models. It is known as the K27 kit and the manufacturers are the Wico-Pacy Sales Corporation, Ltd., Denbigh Road, Bletchley, Buckinghamshire. It costs £2 15s.



The bar which enables the Sydney visor to have lateral adjustment, and the cam-operated fixing clamp.

Unusual Mountings

THE new anti-glare vizor of John Sydney, Ltd., Rochelle House, Brixton Hill Place, London, S.W.2, has a panel of green transparent plastic measuring 1ft by 4½in. Across the top is a bar, passing through the mounting and either secured tightly or freed to rotate or slide, by means of a small cam and finger lever. It is a convenience to have a vizor which has sideways adjustment as well as folding up and down. The suction cup for attaching the mounting to the windscreen is covered with a metal cup, which effectively keeps the accessory steady in use. All the metalwork is properly and smoothly chromium-plated.

This vizor costs 19s 6d.

Luggage Rack Changes

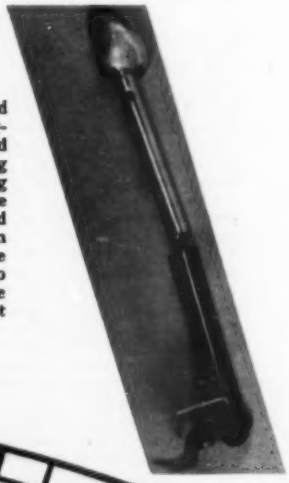
THE Van Horn Trading Co., Ltd., Globe Works, Fasset Road, Kingston-on-Thames, Surrey, and C. G. Norman and Co., 46-52, Vauxhall Bridge Road, London, S.W.1, have ended the arrangement under which the Victoria luggage racks made by Van Horn were distributed by C. G. Norman.

The Van Horn company has introduced a new range of racks under the name "Kingston (formerly Victoria)." There is an expanding rack of 3ft by 3ft, which extends laterally by degrees to 4ft 2in, and costs £5 19s 6d; and a standard model at £4 19s 6d. The latter is 3ft long, and has a choice of widths: 3ft, 3ft 2in, 3ft 4in, 3ft 6in, 3ft 8in, 3ft 10in and 4ft.

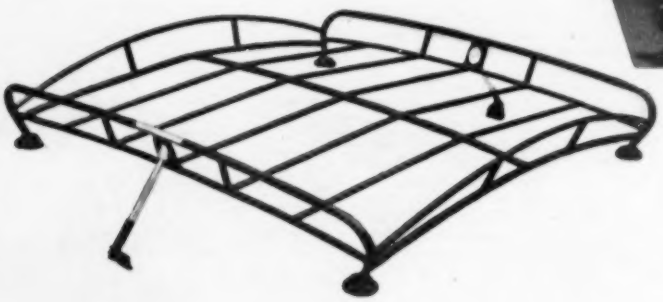
Both racks have rows of straight transverse tubes and, centrally, a curved lengthwise tube, which increases the strength, for it distributes any local heavy load on one cross-tube between its neighbours and opposites. The weight of the standard model is, however, only 14lb.

The attaching clamps each consist of a plated rod threaded into a tube, and at the lower end is a clamp which passes under the door frame. Screwed to the clamp is a tongue which is tightened down into the rain gutter, so that even if the adjustable rod is not properly tightened, or a rack "spreads" under a too-heavy load, the clamp cannot escape. Adjustment of the rod for length is by a small tommy bar passing through holes in the rod. All the racks rest on the corners of the roof on large rubber feet, which have universal ball mountings.

The Alpine model continues, and now costs £4 4s. It consists of two separate bars, one at each end of the car's roof, and is for carrying skis, stepladders, small dinghies, cabin trunks and suchlike one-piece loads.



The standard Kingston luggage rack and an attaching clamp, showing the tongue which is entered within the rain gutter of the car's roof, to ensure that the clamp cannot slip off.



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C3

THREE-SEVENTY BY EIGHT

A TOURIST ROUTE FROM STOCKHOLM TO HELSINGBORG

By PATRIC BAKER

IT was truly a black Monday. A quick succession of minor irritations paved the way for the Monday Masterpiece. Gremlins had got into the dynamo of my car. The only remedy was a replacement unit which, of course, nobody had in Stockholm at the moment. Under normal circumstances, this wouldn't have mattered much, but these were not normal circumstances. I was due in Helsingborg, 370 miles distant, by 7 a.m. on Tuesday morning. I had to find a replacement car, and quickly.

A hasty 'phone call to the Nuffield distributors in Stockholm brought a happy release in the shape of a Morris Minor, which I was very courteously permitted to borrow for the vital three days. This car was not yet fully run in, however, and I gave a solemn pledge to keep below 50 m.p.h. for the first 200 miles. As I had not yet driven a Minor with the o.h.v. power unit, I began to feel that Black Monday might still produce a silver lining. A last gremlin-inspired diversion in the shape of a lost ignition key delayed me a further hour and I spent another 30 minutes seeking out my photographer who had wandered off. It was therefore not until 5 p.m.—exactly six hours after our agreed starting time—that we began threading our way through Stockholm's rush-hour traffic, and passed over the great West Bridge on the first lap of our journey.

The route we followed to Helsingborg is the one used by Monte Carlo Rally competitors, and as it happened, the hour we left the capital roughly corresponded to the starting time of the Stockholm contingent. But this was spring, not winter. Our enemies were not snow and ice, but the setting sun which glared balefully into our eyes.

Sodertalje to Jonkoping

At the end of the fine stretch of *autobahn* linking the western suburbs of Stockholm with national highway 1 is a pleasant twisting section of about 15 miles in length. This terminates at Södertalje, an attractive, old-fashioned town on the Gota Canal.

This tricky section of road gave full scope for testing the excellent road-holding and handling capabilities of the little car. There was quite a bit of heavy transport about and overtaking was a matter of getting in and out quickly. As readers who have taken their cars to Sweden will know —possibly to their cost—most Swedish drivers prefer left-hand drive, although the rule of the road is keep left, as in Britain. While this may be an advantage when parking or for keeping a weather eye on the deep ditches which complement most Swedish highways, it makes passing large vehicles a very precarious business. On many occasions during our trip, it was mainly the stability of the Minor which saved the day. Even so, we managed to put 37 miles into the first hour.

From Södertalje onwards the countryside became more flat and we were able to relax as the first kilometres of almost dead straight arterial road unwound like a ribbon before us. But not for long. If our time of departure from Stockholm corresponded with the Monte Carlo Rallyists, it also checked with the times of the long-distance night traffic. After the recent slowish wind, the heavy trucks were beginning to catch up on schedules. In a matter of minutes at least a dozen massive *långtrådares* (lorries with trailers) shot by us, almost blowing the Morris into the ditch with their backlash. One of the largest and fastest of these was a giant articulated unit on a non-stop goods run between Stockholm and Paris. The driving compartment of this vehicle is equipped with a proper bed for the second driver, halts being made for food and fuel only.

The next town we passed through, or rather by-passed, was Nykoping, a modern manufacturing centre and headquarters of the firm which assembles products of the Standard company. The time was just after 7 p.m. Our average for the second hour was 43 m.p.h. In view of my promise to keep the revs down, these high figures may seem optimistic, but in actual fact it is very easy to keep up high averages on Swedish roads without at all hurrying. This is owing to the long open stretches, considerable distances between towns and lack of main road traffic. Our times could have been better, for on many occasions we had to slow down to a crawl when passing over great gashes in the road caused by the cruel winter. Sweden's cold climate plays havoc with her highway system, but this year the majority of the roads used by foreign tourists are comparatively undamaged. Patches of "colonial going" are always preceded by a sign bearing a double hump and the legend *tjallskador* (surface damage).

It was quite dark when we swept through the cobbled streets of Linkoping, a garrison town, which boasts an airfield and contains the main plant of the progressive Swedish Aeroplane company, makers of the SAAB-92 car. Now began the most pleasant part of the trip—in daylight—the

A lovely section of road running alongside Lake Vanern, Europe's largest lake. A new surface has just been laid in readiness for the summer tourist traffic.

A view of Sweden's only road house—the "Golden Otter" at Grånna. Built in the form of a medieval castle, this popular stopping place has a wonderful view over Lake Vanern.

50-mile run along the hilly, forest-flanked road which follows the western shore of the Vanern, Europe's largest lake. On a hill overlooking the lake stands the "Golden Otter," Sweden's only road house; a very popular half-way halt for motorists coming up from the south. Unfortunately it is open only in the summer.

It was while driving along this second twisty section that I, too, began to find unexpected advantages in the left-hand drive technique. Swedish bus and lorry drivers have a nasty habit of hugging the middle of the road until the last possible moment, but seated on the left one can see past them on the inside.

The new Swedish system of traffic signs is very efficient, particularly for night driving. Not only are the various indicator boards fully reflective and easy to read in a hurry, but a new method of control has been devised by making use of the yellow dotted line which runs down the centre of all narrow main-road sections. Thus a continuous line on each side of the dotted line means that overtaking is forbidden, while a short continuous strip to the left or right of the regular line tells night drivers which direction an approaching curve will take. Ungated level crossings (and there are many in Sweden) are also well marked by a series of three large signs set up at intervals of about 30 yards, as elsewhere on the Continent. The first carries three red reflecting strips set at an angle, the second two, and the third one. A winking signal changes to red and rings a bell when a train is due to pass.

To maintain the illusion that we were on the way to Monte Carlo, we stopped for a moment outside the Junex clothing factory which always serves as the first control of Stockholm starters. This modern "factory in a garden" lies beside the long downhill stretch into the twin lake-side cities of Husqvarna and Jonkoping and has ample parking facilities. We looked at our watches and at the speedometer and did a little mental calculation. Without once exceeding the prescribed 50, we had covered the 215 miles in a trifle under six hours, our average speed being 36 m.p.h.

It seemed we could not get away from the *långtrådare* menace, even when we stopped to refuel at an all-night filling station. I had hardly given my order to the neatly uniformed attendant before a great six-wheeled giant laden with three new Ford Taunus cars came to a shuddering stop beside me, its front end enveloped in steam. Muttering imprecations, the burly driver jumped down, threw open the bonnet and with his bare hands unscrewed the radiator cap. The latter, of course, flew into the air and came to rest I know not where.

The road from Jonkoping to Helsingborg is the finest in Sweden and must be one of the best in Europe. It has just been extensively improved. There are only three main towns along its length of 150 miles, Vernamo, Ljungby and Markaryd, and apart from an occasional winding section where the new development is not yet complete, the road is almost dead straight. As we were now able to let the little Morris out a bit it is not surprising that we covered the remaining miles in 3¼ hours, arriving at our hotel in Helsingborg at 3.10 a.m., tired, but very satisfied with the performance of our willing mount. The journey from Stockholm had taken a fraction over nine hours and our average for the 370 miles worked out at 40.9 m.p.h.

The Last Lap

It was not until the evening of the following day that we got a chance to see the sights of Helsingborg. A friend explained to us the beauties of this delightful old town which has played such an important part in Swedish history. During the Middle Ages, Helsingborg was one of the capitals of the Danish kingdom which at that time included the whole of southern Sweden. The sole remaining relic from this period is "Karnan," the mighty keep of an old fortress which towers high above the busy quayside. From its battlements—reached via the grandfather of all lifts—a superb view is obtained of the sound and the Danish coast. Modern Helsingborg is the fifth largest city in Sweden with a population of about 72,000. As well as being the junction for numerous lines of communication between Sweden and the Continent, it has the busiest car ferry in Scandinavia.

Journey's end. Helsingborg is one of the most beautiful of Swedish cities. This view shows the town hall with the car ferry to Helsingor in the background.

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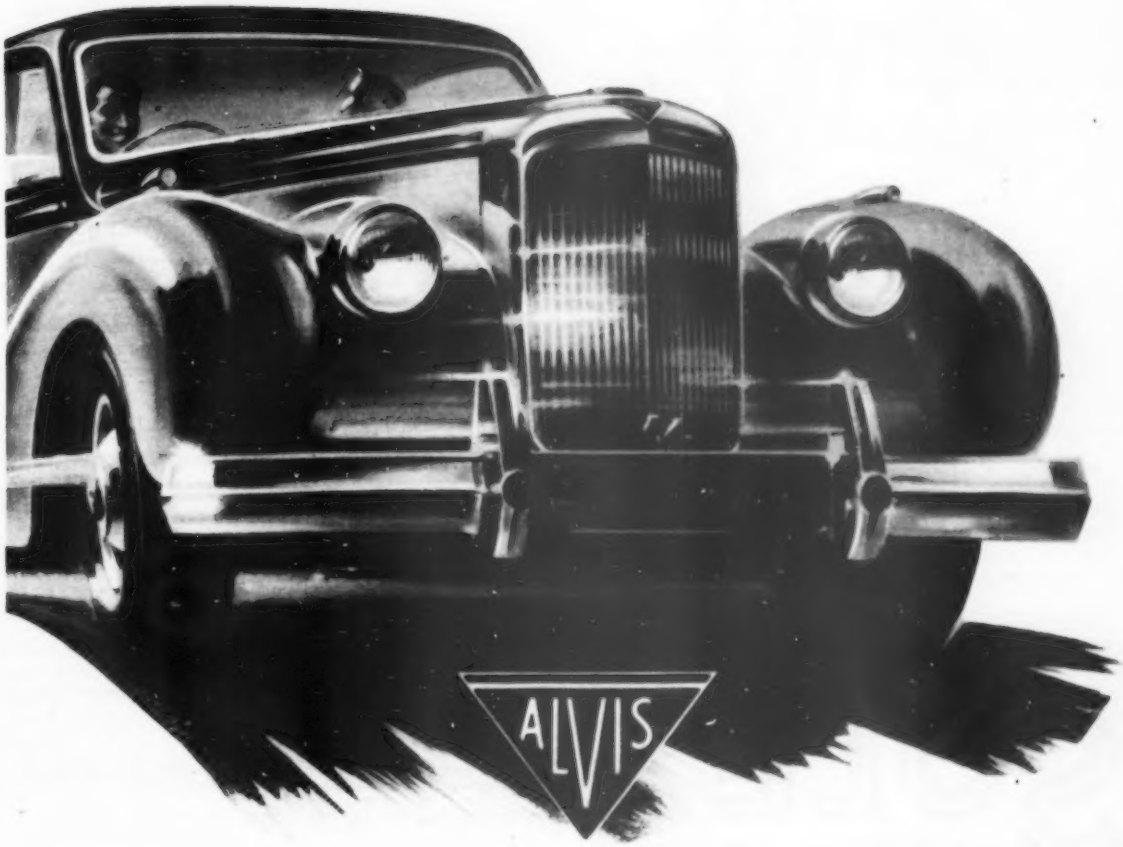

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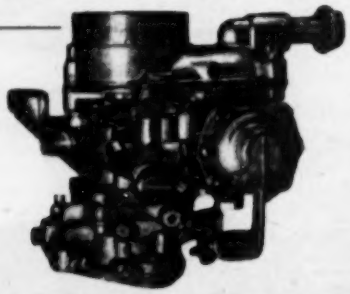

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Following the construction of a dam for the new hydro-electric station in Glen Affric the road has had to be rebuilt on a higher level. Although still narrow, it has a good surface and is provided with frequent and clearly marked overtaking places. The scenery has not been spoilt by the new construction.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

SUPPRESSORS

And the Storm Scene from *King Lear*

[65000.]—In view of the misleading statement made by Mr. B. Connelly [64972] I should like to support Mr. W. E. Goodwin's remarks [64971] to the effect that it is impossible completely to eliminate the effects of ignition interference on television receivers.

I feel that the true facts about interference limiting on TV sets should be widely known and understood before Mr. Connelly's statement gives the false impression that the motoring fraternity has been made the victim of some colossal fraud.

The so-called "interference limiter," as Mr. Goodwin points out, succeeds only in preventing large white blobs from appearing on the screen, but numerous small though brilliant points of light remain and to remove these would entail a quite unacceptable deterioration in the picture quality. On the sound channel, it is theoretically possible to effect an almost complete cure without any undesirable results, but then who wants perfect sound accompanied by a picture reminiscent of the storm scene from *King Lear*?

Incidentally, TV set owners have their troubles, too, for these sets are only too capable of interfering with neighbouring receivers, be they television or broadcast band receivers. How would Mr. Connelly react if his reception of the Third Programe was ruined by the TV next door? Would he buy an interference limiter for his wireless set, always assuming such a device was available?

One further point; it is definitely not incorrect to say that the fitting of a suppressor can improve the performance of a car engine. Putting it simply, the very fact that the ignition system causes interference at a distance points to the radiation of energy. Suppression of the radiation retains the energy with the possibility of at least some of it being used for more useful purposes. This is not mere supposition; the effect can and does occur in the form of improved ignition characteristics.

Perhaps as an electronic engineer who likes to watch his TV set for pleasure in the evening, after driving his car for business during the day, I can take a less biased view than Mr. Connelly.

London, N.W.3. A. G. GORMAN.

A Novel Reason for Not Fitting Them

[65001.]—Mr. Brian Connelly is wrong in presuming that it is possible to fit a suppressor to a TV receiver. Most sets incorporate a limiter which reduces the size of the spots caused by ignition interference, but to suppress the spots altogether would also suppress the whites of the picture, leaving a blank screen!

The limiter as fitted to most sets consists of a diode valve and a few resistors and condensers, the whole costing about ten shillings. Unfortunately the television receiver designer is unable to do anything further than this to reduce ignition interference and it is for this reason that motorists are exhorted to fit suppressors to their cars.

Surely Mr. Connelly is not so selfish as to refuse to fit a suppressor merely because TV gives pleasure and cars are used for business purposes. This is a most novel reason.

Sheffield, 11. W. J. CRAWLEY.

Letting Down the Motorist's Good Name

[65002.]—Referring to the letters regarding ignition interference with TV, I would endorse the remarks of Mr. W. E. Goodwin [64971]. For all practical purposes it is impossible to suppress completely interference of this nature at the receiver, and no device for doing so is on the market. It is regrettable that the

CORRESPONDENCE . . . . . continued

public in general and Mr. B. Connelly [64972] in particular should be misled by uninformed statements to the contrary.

The motor vehicle was developed for the purpose of transporting passengers and goods, and not for the radiation of electromagnetic energy. Such radiation, where it interferes with the legitimate activities of a large section of the population, should of course be suppressed, if necessary by law.

I fail to appreciate the attitude of those motorists (doubtless Mr. Connelly is one of them) who refuse to have suppressors fitted to their vehicles, especially as the cost is so absurdly low. This attitude is completely at variance with the goodwill usually displayed by the motoring community towards the rest of their fellows. J. E. LAWSON.

Cottingham, Yorkshire.

ANOMALOUS

How to Qualify for Group C?

[65003.]—I find myself unable to get the driving licence I need in spite of having passed the driving test. Because of my business I recently applied to have my driving licence amended to include Group C; my current driving licence is for Groups A and D only. My application was turned down although I pointed out to the authority concerned that on the reverse of Form DL1 (revised 1950) it clearly states that Groups B and C are additional groups covered by a licence for Group A.

Next I tried the driving examiners, but they quite definitely state that another test is necessary. This I object to on a time and money basis and the fact that a young lad, whom I trained from scratch and who passed the test first time, got a Group C licence without even asking for it. My own opinion is that, if I am legally able to control my Austin A.70 at its maximum speed of 80 m.p.h., surely I can control an electric, pedestrian-controlled milk float with a maximum speed of 3 m.p.h.?

My next step was the traffic department of the Glasgow police, who thanked me very much for pointing out the anomaly, but still provided no Group C licence. It would seem that my next step will have to be my M.P.

What, if anything, is the motoring Press doing to get these wrongs righted? I know many more similar cases must exist under the present system. J. CRAWFORD.

Glasgow, N.

STYLING

The Chrysler was Not the Forerunner

[65004.]—In your leader "Chicken or Egg" in the issue of June 19, I must disagree with your backing of Mr. Maurice Olley's most inaccurate allegation. It is surprising that so learned a journal should have such a fearfully short memory.

With that quirk of the American mind that claims everything original as American, Mr. Olley takes possession of a most European feature of styling for the United States. First, before ever America became keen on sunken lamps and slab sides M. Ettore Bugatti built a completely enclosed car with both these features, and was closely followed by another French make, the Voisin (with three litres and six cylinders, I believe).

Not to be left behind, Germany produced a very beautiful large car with a 6-litre 12-cylinder engine and a 6-speed gear box, which had completely slab sides and fully enclosed head lamps, not to mention spare wheels in the wings. Its name was the Maybach, and it was quite a famous car.

Before the Americans finally adopted it M. Bugatti won at Le Mans with a pair of 3.3-litre 57C, fully faired, open cars. However, I think the real cause of its popularity as a style sprang from its success on the world record-breaking cars, the Golden Arrow, the Sunbeam, Thunderbolt and Cobb's Railton.

Ilkley, Yorkshire. J. P. HARRISON.

DIESEL CARS

We Should Grow Accustomed to the Knock

[65005.]—I have followed with interest the correspondence on diesel cars as I own a 7-litre Leyland-engined Mercedes-Benz.

While I agree with Mr. Freeman Sanders [64934] that the cost of injection equipment is high, surely it cannot be excessive or somebody would have produced a cut-price job for the obviously large potential market? Several diesel engine manufacturers have attempted to produce successful fuel injection equipment but they soon return to the fuel injection specialists.

Mr. Donald H. Smith [64961] calls the small diesel car an uninspiring performer; surely Road Test figures belie this in the case of the 170D Mercedes-Benz? A maximum speed of nearly 70 m.p.h. and a fuel consumption of 70 m.p.g. and over, at 20 m.p.h., and 32 m.p.g. at 60 m.p.h. would seem to be interesting rather than uninspiring. Then, of course, there is the added benefit of the very infrequent need for overhauls. I have heard of diesel engines running for over 120,000 miles with the very least possible maintenance—just filling up with fuel, oil and water—and still giving a good performance.

I know that diesel knocks would strike the average motorist as rather odd at first, but so did the sound of jet engines; we take that as a normal sound these days.

He goes on to suggest that the larger diesel-engined cars give an old-fashioned type of burbling, roll along performance. Once again I would remind him of Road Tests; cars such as the Jensen, Vanguard, Rover and so on, when fitted with an overdrive (giving the same effect as a slow-revving diesel) all give the pleasant impression of a high-geared modern car with vintage characteristics.

In the high-speed sphere George Eyston, in pre-war days, broke records with an A.E.C.-engined car and, more recently, the Cummins diesel has caused more than a flutter in America.

While the diesel will not appeal to every car owner, it can interest the motorist who is specially concerned with running costs; in tuned or supercharged form it will appeal to the more sporting types. P. TREGARTHEN REES.

Coventry.

LEGIBILITY

"Halt" and "Slow" Signs Easily Distinguished

[65006.]—In reply to letter [64984] Mr. W. A. Coles should have no difficulty in distinguishing the "Halt" from the "Slow" traffic signs. To set the triangle on one in a different manner from that on the other would be quite unnecessary.

All road users should be aware of the fact that the two signs in question are not of the same geometrical shape, and that the triangle is the only symmetrical figure common to both.

Worcester Park, Surrey. R. J. MARSH.

Clearly Seen at Fifty Yards

[65007.]—I should like to point out to Mr. W. A. Coles [64984.] and any others who have not noticed the main, visible difference between the "Halt" and "Slow" signs found on British roads.

The "Slow" sign is rectangular in shape, whereas the "Halt" sign is T-shaped. This difference can be seen at least 50 yards from the posts. R. G. HARRIS.

Birmingham, 17.

TROPICAL KIT

Effects of Weather on a Ceylon-owned Jaguar

[65008.]—I read with interest the article "The First 16,000 Miles" (*The Autocar*, March 27) by A. G. Douglas Clease. My interest was increased by the fact that mine was the first Mark VII Jaguar imported to Ceylon, and it was purchased in December, 1951; it has now covered 19,000 miles. The car is a black one with tan interior; black suits this climate best as there is no bleaching by the strong sunlight here. The paint work and the interior are still in showroom condition.

The Mark VII was run-in very carefully, and Redex has always been used with the petrol. Before the restrictor was removed, at 500 miles, I had to change four plugs. Even after the restrictor was removed plug trouble persisted, and it disappeared only after the car had done 6,000 miles. A change from Champion to Lodge CB 14 suited the grade of petrol obtainable in Ceylon. These plugs have done nearly 13,000 miles without any trouble.

About a week after I bought the car, I was caught in a real tropical downpour. I am afraid the car has not been made for such conditions; it leaked at the windscreen, water getting past the glass and the rubber beading. This was cured by applying Durofix along the rubber, which has to be reapplied at intervals of about three months. The worst trouble, however, was from the water that overflowed right into the interior of the car from the air-intake cowl on the bonnet. The overflow pipe here is far too small to take any volume of water, and the pipe frequently gets clogged by rust and chipped paint. I now carry an old speedometer cable to clean this. Owners of Jaguars will have noticed, that unlike the arrangement on other cars, the roof guttering is not continued to the waist line, with the result that water creeps down the front door column to the interior. On bringing this to the notice of Jaguars they had the guttering extended to the waistline.

CRYSTAL PALACE

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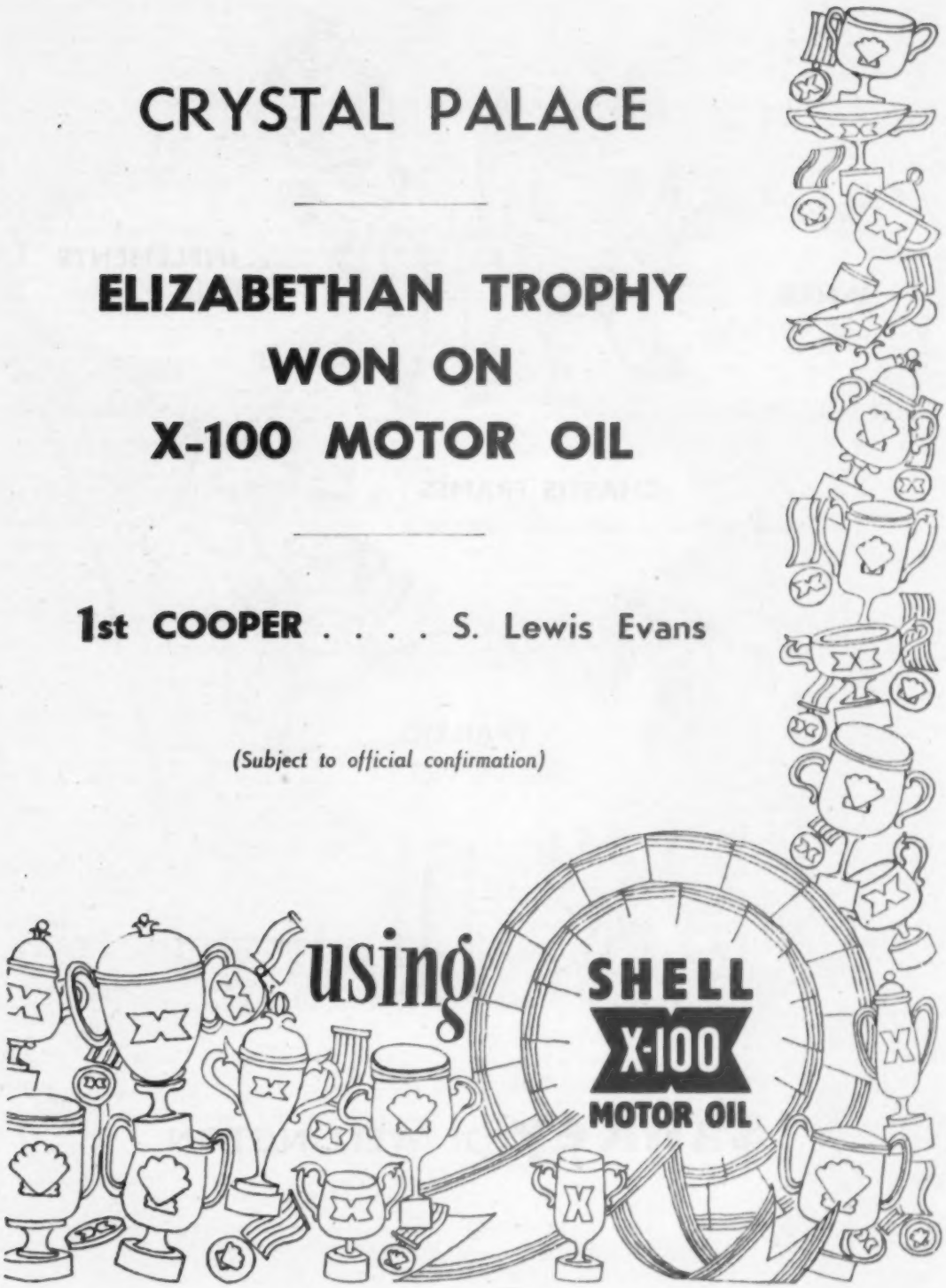
(Subject to official confirmation)



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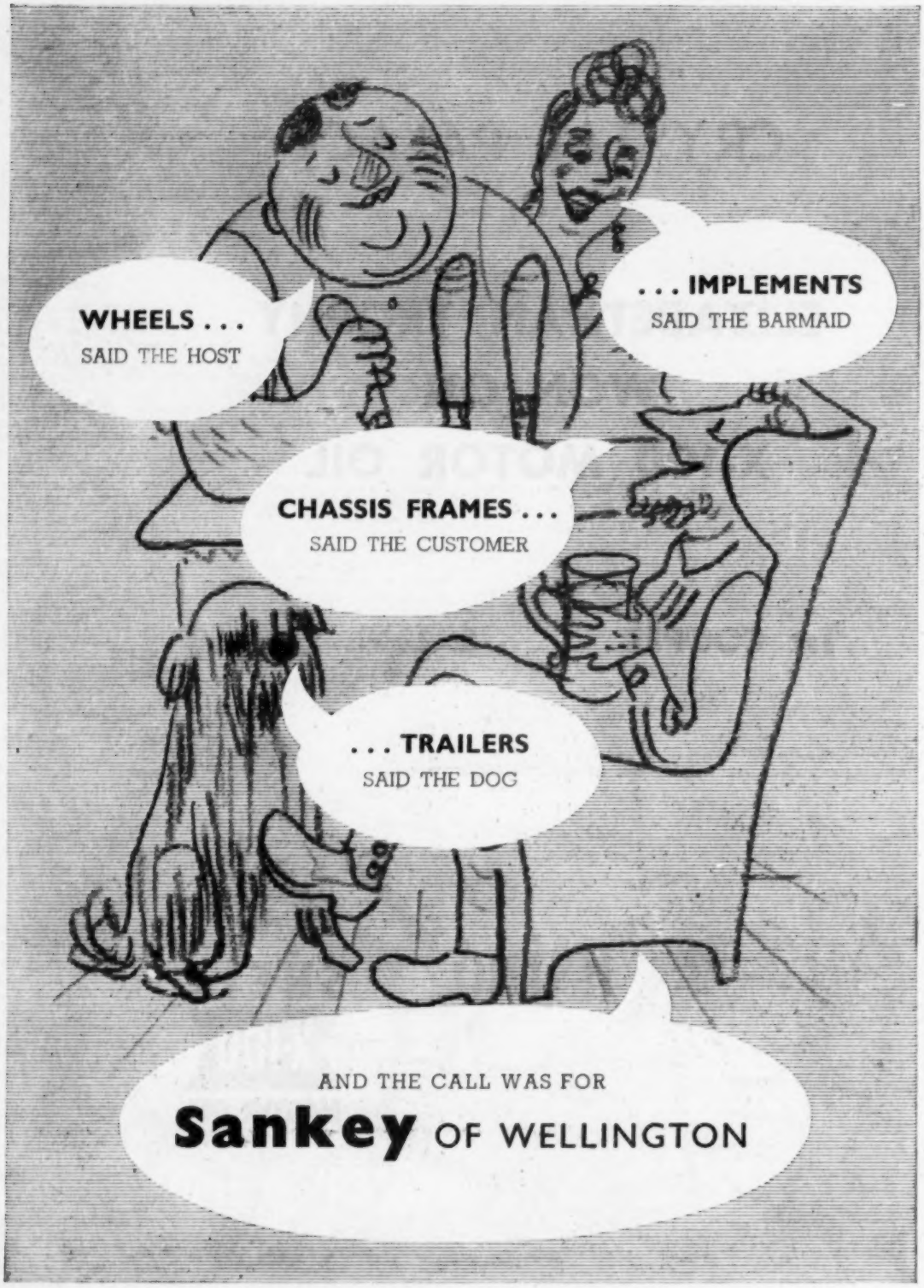

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CORRESPONDENCE . . . . . continued

The anti-corrosive paint under the front wings started chipping away within four months of purchasing the car; I brought this to the notice of Jaguars. Within nine months rust appeared on the top of the wings and they were holed within a year. I have had to have both wings patched and painted at considerable expense as Jaguars would not do this, the guarantee period being over.

I live on the top of a hill with a gradient of 1 in 6 in the steepest part. The first time I came down this hill I used second gear, although the car climbs this hill on top, and the second gear slipped, and has continued to slip down any hill irrespective of the gradient.

I have had trouble with the brakes binding. This has been traced to water getting into the servo unit and the leather diaphragm sticking.

I covered 9,000 miles on the first set of tyres at an average of about 40 m.p.h. with a few bursts of high speed. These were rebuilt by Arpico in Ceylon and the retreads have neared the 10,000 mark—a credit to both the natural rubber rebuilding and the Dunlop tyre.

The car, as all Mark VII owners will agree, is a pleasure to drive. Acceleration is tremendous and the car corners with the feeling of travelling on rails. I have driven up Kaduganawa Pass on top, including all bends, with two passengers. Rambada Pass, with three passengers, was taken on third gear with a change to second where bends were narrow, and this with three passengers; the top of the pass is over 6,000 feet.

As an owner-driver who attends to minor adjustments I do wish that both the distributor and the petrol jet adjustments were more accessible. The vast luggage space is something that any owner will appreciate, but the wheel brace and the jacking handle could have been placed in a more accessible place than behind the spare tyre. B. WARUSAVITARNE.

Talgaswella, Ceylon.

MOTORISTS' UNION

Justified by the Exploitation of the Motorist

[65009.]—I read with some feeling S/Ldr. G. Gilmartin's letter [64805] published in *The Autocar* on April 3, which expressed my own feelings in a most concise manner; but I have waited, in vain, for some response. Your Correspondence columns frequently contain complaints of injustices and your editorials often underline unfair treatment of motorists. In spite of this, nobody seems prepared to take any active steps to redress their grievances.

The trade unions were born of the exploitation of labour; surely the exploitation of the motorist justifies the formation of some form of protective organization. A class of persons as large as that of motorists should have some association sufficiently powerful and representative to fight unfair discrimination and in a position to negotiate and co-operate if the occasion demands. I have in mind a body constituted on the lines of the Federation of British Industries which is sufficiently strong to speak for a major part of British industry.

I would like to suggest that S/Ldr. Gilmartin's scheme be extended to include owners of commercial vehicles and motor cyclists, as they are as much subject to persecution as the car owner. I should like to see the closest co-operation with other organizations already representing road users.

Personally, I should be prepared to devote some of my very limited leisure to assist in the promotion of some such organization. P. W. L. MITCHELL.

Birmingham, 17.

REQUESTS

Fair Deals and Technical Articles

[65010.]—I must write and urge you to continue your campaign for a fair deal for the motorist and, in particular, a demand for improved roads and a more sane approach to the 30 m.p.h. limit.

In and around Liverpool we have dual carriageways, separated by hedges, and with wide grass verges; these roads are only partly built-up, but they are controlled. On the other hand, there are heavily built-up narrow roads with many side turnings, and carrying considerable traffic, which are not! Fortunately in my experience the Lancashire mobile police are very reasonable in their attitude about minor infringements of the speed limit.

In Birkenhead, however, we have similar anomalies rendered worse by an anti-motorist policy. The rigid enforcement of a 30 m.p.h. limit on a dead straight road capable of carrying six lanes of traffic is all the more annoying when there is evident need for more active police attention to the reduction of petty crime—pilfering from parked vehicles, which flourishes in that city, is an example.

In passing, I would comment that, in Liverpool, the proportion of suicidally minded pedestrians must be greater than that in any town or city in Great Britain. One can only hope that better training of the younger generation will result in an improvement in the future.

May I register a plea for more technical features of a general nature? In particular could we have details of modifications to engines which will improve performance and which are within the scope of an owner who is mechanically minded and has some workshop facilities? Such articles would preferably be illustrated by reference to a typical example. To be of real value they should be supported by test figures, either dynanometer or Road Test, provided that in the latter case care is taken to ensure that results are comparable.

A subject which might be treated in greater detail is the increase of compression ratio produced by machining cylinder heads. I have read some articles on this subject, but the conclusions and data provided are too vague to be of great use.

Finally, please continue to decry the arm wagging action of the driving-test conscious section of the motoring public. I know that one should ignore all such futile wagging, but these performances are always distracting and might encourage an inexperienced driver to trust the judgment of the wagger rather than his own good sense.

May your efforts on behalf of improved motoring conditions meet with every success. J. D. SUMNER.

Liverpool.

SERVICE

There are Two Sides to the Story

[65011.]—I note that no comment has been made in your columns in reply to a letter [64875] from Mr. C. C. Melhuish, who complains that, in spite of pouring rain and the fact that his right hand was useless owing to a heavy bandage, he found a service station unco-operative and he had to clear a petrol blockage by his own unaided effort. However, although your readers may have thought that comment was unnecessary, I do feel that the broad principle involved merits review.

In the first place I should like to remind Mr. Melhuish of a previous letter [64722], wherein a garage man complained that, having performed a service identical with the one he then needed, the motorist concerned refused to pay for it on the grounds that he had been supplied with petrol. Secondly, I do feel that Mr. Melhuish may have been a little unwise, in view of his physical handicap, in attempting to drive a car.

As an alternative to chaos, a garage proprietor may deem it wise to apply a few rules in regard to the conduct of his business. "To do what you have, do it properly and to time," might be a good axiom to apply. Does Mr. Melhuish advocate queue jumping? Even the motoring organizations who are in the happy position of collecting a substantial fee whether or not a service is required, give no guarantee that service will be conveniently or immediately available, and I think every motorist could do far worse than adopt a philosophical attitude to the possibility that he may not be able to finish his journey in the way he would like. PER ARDUA.

Chard, Somerset

"A WINK OR A WAVE?"

Motorists Can Have Both

[65012.]—I suggest that the best of both worlds would be a traffic indicator with a winking bulb on its tip. The fact that there may be technical difficulties in this suggestion merely means that there is a first-class opportunity for some rising electrical engineer. CORDYNE.

London, S.W.1.

WHY?

Signals, Horns, Heaters and Starters

[65013.]—The designs of many post-war cars have completely mystified me, and, after reading the recent interesting article (July 3) in *The Autocar*, they have prompted me to raise some queries on which I hope some reader can enlighten me.

We have indicators *v.* winking lights and we have seen, in the past, a few other methods of signalling tried out. Why are cars not designed for hand signals to be made with ease and

CORRESPONDENCE . . . . . continued

comfort? Apart from open sports cars I have not yet come across one saloon from which one can signal with complete ease. Is there such a car on the market?

All motor vehicles have an electric horn or something similar, yet there still is no recognized method of signalling with it. In fact, some motorists appear to have them purely as a musical instrument for their own amusement. Is it not possible and practical to have a definite code of signalling for the motor horn?

More and more cars have heaters fitted nowadays; the heat being supplied via the already overloaded accumulator. Is it not possible to use the waste heat from the engine in a simple and practical way, and, if so, why is it not done?

Many manufacturers supply heaters and other gadgets as extras, but they still fit odd strips and bits of chromium whether one wants them or not. Why cannot they supply the car and have kits of these bits and pieces for those who want them as extras? It is a much more costly job to have them removed from the car and the coachwork made good.

Finally, what are the advantages of having a car which has been designed to eliminate the starting-handle completely? No one yet has given me one reason for this, but there must be one. PHILIP TITHERLEY, A.R.I.B.A.

Liverpool, 23.

8-LITRE

An Error in Ownership

[65014.]—Referring to the 8-litre Bentley illustrated in "News and Views" (*The Autocar*, July 3), I did not, to my regret, ever own this car. Possibly you are confusing me with the late Mr. Edward Bowler, of Alperton, who specialized in Bentleys up to 1939, and who was no relation of mine. He serviced my Bentley (the 3-litre 4-seater on which I won three firsts at Brooklands in 1935-6, achieving lap speeds of 98.6 m.p.h. on the Outer Circuit, and 64.3 m.p.h. on the Mountain Circuit), so confusion is natural! H. P. BOWLER.

Rickmansworth, Hertfordshire.

INSTRUMENTS

No Oil Gauge, No Pipe

[65015.]—Although a firm believer in oil gauges and all instruments, I was very amused at Mr. George Waller's letter [64985].

Has it not occurred to him that, if he had no oil gauge, he would have no flexible pipe to it, and his experience would not have arisen? His plaintive question, "What would I have done without the gauge?" is, therefore, answered.

I hope the anti-oil gauge brigade will not use his experience as an argument in their favour; the gauges are undoubtedly most essential. OLIO.

Walton-on-Thames, Surrey.

[65016.]—Coming back to *The Autocar* after a somewhat extended period I am interested to find that people are still rushing into print exactly as they have always done and as I did in 1919. I am particularly interested in the question asked by Mr. George Waller [64985] under the heading "Instruments" because surely this is a question which does not arise.

He says "What would I have done without the gauge?" The answer to this is, surely, that without the gauge he could not possibly have suffered a breakage of the flexible connection to the gauge.

In my own driving experience of forty years or so I have found support for the argument that one tends not to watch one's gauges. The warning light system for oil pressure indication appears to me more effective than a gauge; certainly it gives an indication which cannot very well be missed, as soon as anything goes wrong with the oil circulation.

London, S.E.9. NORMAN F. PHILLIPS.

PARKING

Continental Drivers are Better Trained?

[65017.]—Mr. V. Corbett Wright [64980] makes a point that should be repeated over and over again when he states that it should be an offence to park a vehicle in a narrow road or near a bend.

Surely all motorists have had the experience of rounding a bend to find a parked car in the way and the resultant sudden application of brakes required, followed by a crawl past the offender with heart in mouth in case an oncoming vehicle should not be able to stop when the driver finds his own road blocked by the overtaking car.

After driving 2,500 miles through eight countries on two weeks' holiday on the Continent last year, the fact that no vehicles were ever found parked in such dangerous places makes one feel that there is something wrong with our laws when we allow such occurrences. DONALD J. BALMER.

Berkhamstead, Hertfordshire.

BRAKE SQUEAL

A Grateful Reader

[65018.]—I am most grateful to Mr. A. S. Davey for his remark in the article "128,000 Miles Before Rebore" (June 26) regarding the cure of squealing front brakes in his 1½-litre Riley. Since the fitting of relined brake shoes to my own similar car some months ago, I, too, had been persistently annoyed by this trouble, and no efforts or suggestions cured it.

Now by merely closing up the forks *in situ* with a clamp until the brake shoe was a tightish fit, I once again have completely silent brakes. Perhaps this is also the cause in other cars which are afflicted with this nuisance trouble?

The whole article I found most interesting and informative.

Rochester, Kent. B. POER.

FERRY CHARGES

The True Comparison

[65019.]—Although Mr. J. C. Stott, in his letter [64977] published in *The Autocar*, July 3, does not specify the type of his Armstrong Siddeley, he is going to find that by transferring to air he will pay more for the transit of his car across the Channel than if he crossed by British Railways car ferry.

It may interest Mr. Stott to know that the British Railways assessment for charging purposes by wheelbase really reacts in his favour, as shown by the following figures, relating to Armstrong Siddeley cars:—

Whitley and Hurricane, wheelbase 9ft 7in, length 15ft 6in.	
Southern Region charge on wheelbase ..	£10 10s 0d.
Air charge on length	£15 0s 0d.
Lancaster, wheelbase 9ft 7in, length 15ft 7½in.	
Southern Region charge on wheelbase ..	£10 10s 0d.
Air charge on length	£17 10s 0d.
Sapphire (1953), wheelbase 9ft 6in, length 16ft 1in.	
Southern Region charge on wheelbase ..	£8 0s 0d.
Air charge on length	£17 10s 0d.

London, S.E.1. F. D. Y. FAULKNER,
Public Relations Officer,
Southern Region, British Railways.

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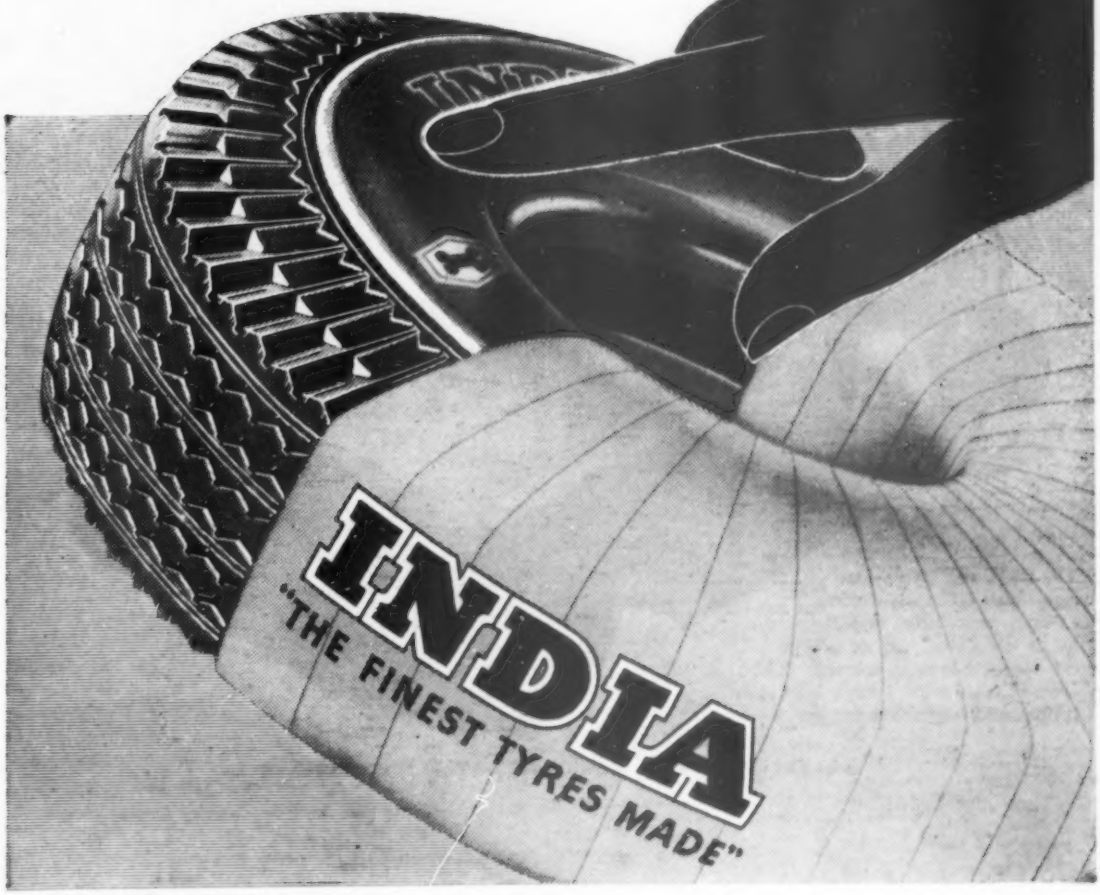
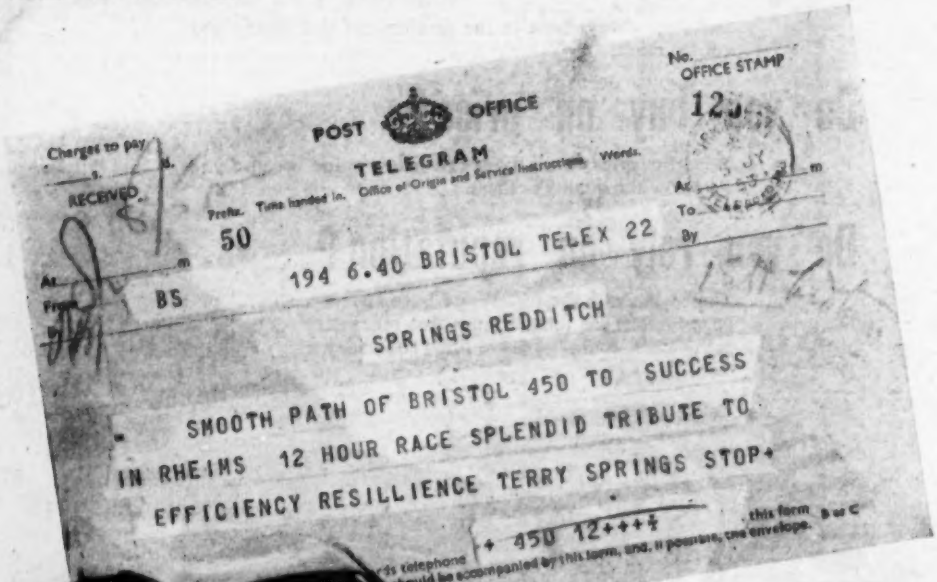


"BRISTOL" 450 Rheims success brings this tribute to

TERRY'S *AERO VALVE SPRINGS AND SUSPENSION SPRINGS*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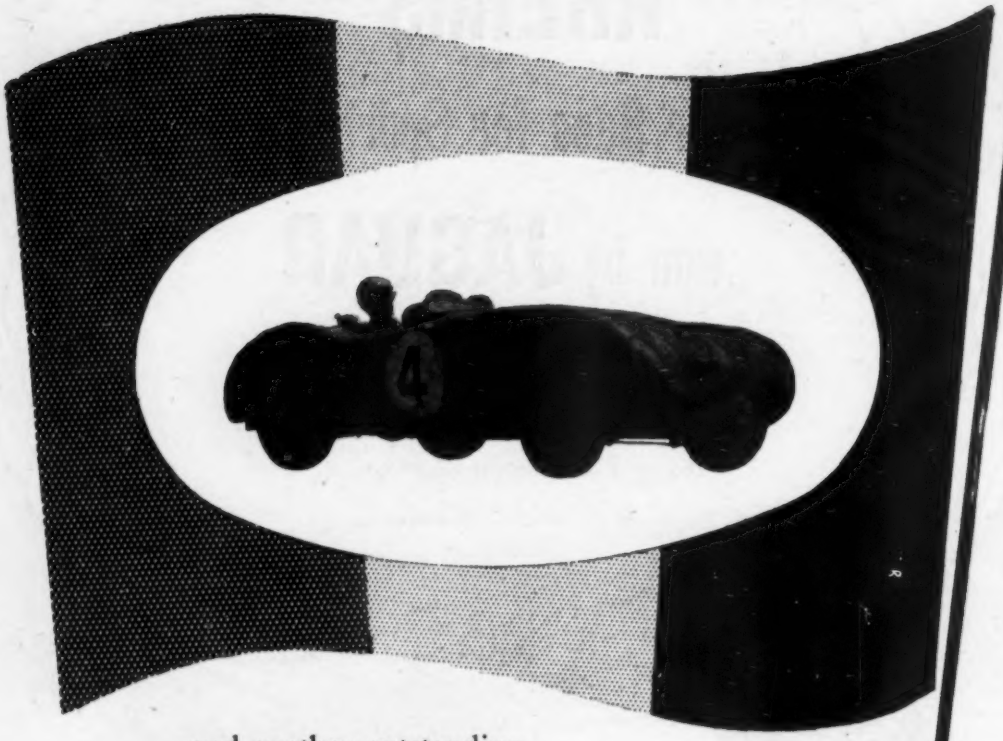
...and so to Rheims!



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Congratulations to Stirling Moss and Peter Whitehead

on winning the International 12 hour race

at an average speed of 105.45 m.p.h.

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J. Lawrence (Cooper-Bristol), winner of the racing car class, leads—and presents with a showerbath—Ian Stewart in the *Ecurie Ecosse* Type C Jaguar.

RAIN LOWERS LEINSTER SPEEDS

THE six cars sharing the scratch mark in last Saturday's international Leinster Trophy Race at Wicklow, made great efforts to come up through the field, but swimming wet roads and outbreaks of drizzling rain reduced lap speeds by about ten miles an hour.

During practice W. R. Baird, the Belfast driver, had beaten his own lap record of 85.06 m.p.h., made in the 4CLT-engined Baird-Griffin last year, by five seconds at 86.27 m.p.h.; and five other drivers had topped the eighty mark. The Dublin driver, T. D. Lord, who had lapped at the remarkable speed of 72.59 m.p.h. in a TC M.G., would obviously take some catching with a start of two laps and four minutes in sixteen laps (133½ miles).

On the first lap, however, last year's winner, J. D. Titterington (3,917 c.c. Allard) had a brake snatch on the fast downhill bend approaching Rathnew and went over the hedge with remarkably few ill effects. Another driver following overturned and Lord, unable to get through the small gap left, hit this car and was out of the race; but all three escaped almost unhurt, as did C. Norton (2,663 Jirano) who hit a bank on the same hill in that decimating first lap.

This misfortune did not continue through the race, though there were some fantastic slides in places, particularly at Rathnew, where streams of water made pools on the road. On one occasion Baird, the door of whose Ferrari persisted in springing open at this point, came down to the main road in a full broadside but fortunately managed to make amends.

All but five of the 43 entries were on the starting line but A. Coleman could not get his blown TD going and had to withdraw. Baird took the lead from the scratch group early in the first lap, at the end of which he was followed by J. N. Lawrence (1,971 Cooper-Bristol) and Ian Stewart (Jaguar Type C), with the third *Ecurie Ecosse* car, Sir James Scott-Douglas' Jaguar, lying back but ahead of J. B. Swift's six-carburettored Type C, and R. Lovell-Butt's supercharged 1,496 c.c. Baird-Griffin.

The order remained unchanged for some laps until Stewart went ahead of Lawrence but seemed unable or unready to make any impression on Baird's lead. Then the Belfast driver began to open up the gap, gaining ten seconds or more per lap on the others until a little after half-distance he made fastest lap of the day at 77.17 m.p.h.

W. T. Todd, the leading Irish trials driver, in his trials Todd Special, was lapping steadily at around 61-62 m.p.h. and leading the field off the three laps mark. But at three-quarter distance he was passed by F. D. Smith, of Belfast, who was getting his 1,172 Ford Special round at the remarkable speed of over 67 m.p.h. and went on to win comfortably from Todd.

Behind this pair there was an exciting tussle for third position with six potential placemen engaged. E. T. McMillen (1,250 Nufor), despite a pit stop, had resumed his duel with W. Leeper (1,250 M.G.) and both were catching M. P. Cahill (1,287 Iona Special), while behind them J. Quinn (4,250 S.A.M.), D. B. Beauman (in the ex-Hawthorn 1,496 Riley) and Baird were coming up rapidly.

Then Leeper toured in, Cahill had gear box trouble, Quinn retired and McMillen had another pit stop, all in the closing three laps, and only Beauman (who had had an early pit stop) and Baird were left. Beauman entered the last lap 22 sec ahead of the Ferrari, but had only three seconds in hand a mile from the finish. Baird was making a great effort, but despite lapping at 76.4 to the Riley's 72.6 just failed by a second to catch him. Sixteen of the 37 starters finished the race.

PROVISIONAL RESULTS

Leinster Trophy Race
(16 laps of 8.34-mile circuit)

1, Ford Spl 1,172 (F. D. Smith), 2 laps 1m handicap, 1h 49m 5s, 67.51 m.p.h.; 2, Todd Spl 1,200 (W. T. Todd), 3 laps, 1h 52m 20s; 3, Riley 1,496 (D. R. Beauman), 1 lap, 1h 55m 54s; 4, Ferrari 4,100 (W. R. Baird), scr., 1h 55m 35s; 5, Jaguar 3,442 (I. M. M. Stewart), scr., 1h 55m 15s; 6, Cooper-Bristol 1,971 (J. Lawrence), scr., 1h 56m 5s; 7, M.G. 1,250 (N. E. Gleeson), 2 laps 6m, 1h 56m 6s; 8, Frazer-Nash 1,971 (M. L. Currie), 3m 30s, 1h 56m 40s; 9, Nufor 1,250 (E. T. McMillen), 1 lap 5m, 1h 57m 35s; 10, Jaguar 3,442 (Sir J. Scott-Douglas), scr., 1h 57m 54s; 11, Frazer-Nash, 1,971 (R. E. Odlum), 5m, 1h 59m 0s.

Club team prize: Ecurie Ecosse I. M. M. Stewart, J. Lawrence, Sir J. Scott-Douglas.

Scratch race (free formula): 1, Cooper-Bristol 1,971 (J. Lawrence), 72.75 m.p.h.; 2, Frazer-Nash 1,971 (M. L. Currie); 3, Frazer-Nash (R. E. Odlum).

Fastest lap: J. Lawrence, 6m 40s, 75.06 m.p.h.

Sports car class: 1, Ferrari 4,100 (W. R. Baird), 74.42 m.p.h.; 2, Jaguar 3,442 (I. M. M. Stewart); 3, Jaguar 3,442 (Sir J. Scott-Douglas). **Fastest lap:** W. R. Baird, 6m 29s, 77.17 m.p.h.

MASS MEETING AT PRESCOTT: 32 CLUBS COMPETE

TEAMS of three cars from no fewer than 32 clubs gave battle at an invitation meeting of the Bugatti O.C. at Prescott on Sunday, July 12. In spite of the crowded sporting calendar, the meeting was well supported. The team event was preceded by an individual event, also well supported, when the Steyr-engined Allard, in the hands of G. E. Pinkerton, recorded f.t.d. (51.13 sec) despite the rain which fell all morning. (This was the official award but was bettered in the afternoon by the Bugattis of Stubberfield and Henderson, in the course of their team runs, not counting for f.t.d.) Among the small cars the 1,086 Morris Special of W. A. Cleave was notably quick and polished, and G. P. Shea-Simmonds' blown Lagonda Rapier ran crisply in spite of its age.

The weather, though fickle, was impartial for the team event. All the first morning runs were in the wet but the course was fairly dry by the afternoon. The rain obligingly delayed its second visit until the last car was up at 7.30 p.m.

The Scottish S.C.C. had come a long way for their victory, with a curiously mixed bag of cars, a Rover Special, a Jaguar XK120, and a Cooper-Bristol: but they looked like local lads on the hill. P. J. Stubberfield's second climb in 47.55 sec was a highlight of the meeting, leaving spectators deafened but delighted. C. S. Henderson's similar model was almost as fast, and two other Bugattis won class awards!

More spectators should leave the lower hairpins and watch the fast curve at the top of the hill for a few minutes, where a lot of time is lost and gained.

RESULTS

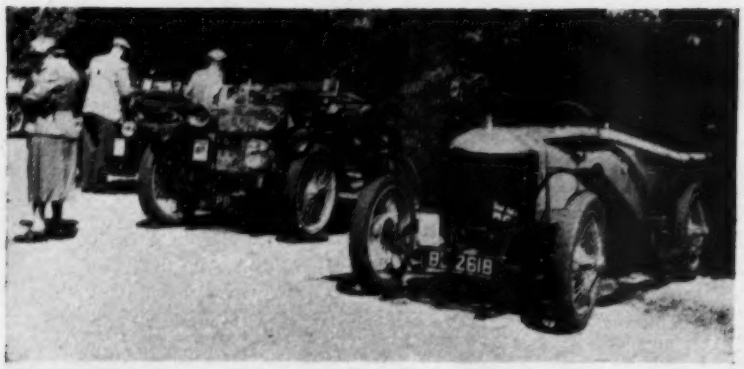
Individual climbs: 501 c.c.-1,100 c.c., Morris 1,086 c.c. (W. A. Cleave). **1,101 c.c.-1,500 c.c.**, Rapier 1,094 c.c. s (G. P. Shea-Simmonds). **1,501 c.c.-2,000 c.c.**, Bugatti 1,990 c.c. (A. F. Rivers-Fletcher). **2,001 c.c.-3,000 c.c.**, Bugatti 1,492 c.c. s (S. J. Smith). **Over 3,001 c.c.**, Allard-Steyr 4,549 c.c. (G. E. Pinkerton). **F.t.d.**, the Allard-Steyr.

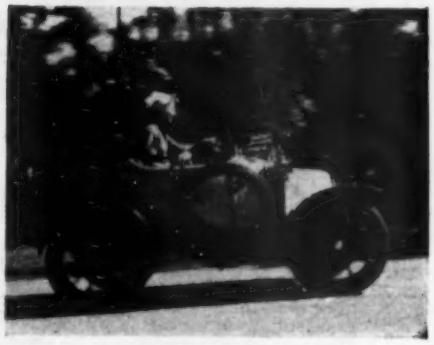
Team Competition: 1, Scottish S.C.C., Rover Special 2,510 c.c. (F. J. Gibbon), Jaguar 3,442 c.c. (F. S. Mort), Cooper-Bristol (J. H. Walton).

2: Hants and Berks M.C., M.G. 1,250 c.c. (J. A. Ambrose), Arklay 1,098 c.c. (W. H. Arklay), Buckler 1,172 c.c. (S. E. Trapp).

3: South of Scotland C.C., Jaguar 3,442 c.c. (P. Denham-Cookes), Jaguar (J. M. Cringean), H.R.G. 1,496 c.c. (N. T. Lithgow).

A DAY AT THE SEASIDE





In the Hastings paddock—the grand old 1911 racing Delage owned by Lord Charnwood (nearest camera), and Major W. T. Pitt's 1912 3,610 c.c. Hispano-Suiza. Right: Mrs. P. Fotheringham-Parker's 1903 Renault makes comparatively light work of the steepest section of the Hastings hill.

"MELLOW" is perhaps the word for a Veteran Car Club hill-climb, and last Saturday's, held on a park road at the back of Hastings, and part of a rally to the seaside resort, was particularly that. Having picked their way over many miles a-rallying—Air Chief Marshal Sir Alec Coryton's De Dion had come from Langton Matravers, and W. G. Bond's Scout from Yeovil—these V.C.C.-nurtured pioneers, so old and so beautiful, could not be expected to go rushing up hills. Besides, the weather was hot down between the trees.

Consequently the spectators were treated to dignified ascents, with perhaps the odd faltering step. Mrs. Fotheringham-Parker's 1903 Renault halted huffily as its driver sought a gear, and D. G. Blackford's 1903 White Steamer blew a boiler tube on the starting line. To win Class 2, D. R. Gilbert's swing-seat tonneau De Dion made a smooth and puttering climb—as the commentator remarked, the inlet noise of a De Dion is unmistakable—its driver, crash-hatted to appease the F.I.A., leaning solemnly forward over the wheel. There was a lovely red Vauxhall, new to these events, which J. Barrow drove feelingly up in 49.8 sec, and that was about an average time for that type of car—the "family carriage" of the early years of the century. Halfway through the afternoon, P. Fotheringham-Parker took a Type C Jaguar up the hill fast, in 25.1 sec, a positively electrifying sight amongst so much dignity. But as if to show that they could do that sort of thing even in *those* days, S. E. Sears, well on in the afternoon, took the 1914 T.T. racing Sunbeam up with a snarl and a nostalgic memory of the great days, in 29.1 sec, f.t.d. without question. Lord Charnwood's magnificent blue Delage of the year before had taken 10 sec longer, but there was nothing in it for spectacle, the great brass snout of the Delage going well with the thunder of its exhaust.

Gone to Earth

Afterwards, the old-timers drifted back down into the town to be put on display in one of the underground car parks. Their owners went to dinner with The Worshipful the Mayor and Corporation of Hastings, a town that has always been very friendly to motoring, and in Sunday's rain it was left for them to get home. They did, of course. After fifty years of motoring, what's a day's run in the rain?

PROVISIONAL RESULTS

Class Winners: Cars manufactured before 1904 (single, 2, or 3 cylinders): De Dion Bouton 1902 (Air Chief Marshal Sir Alec Coryton). **Over 3 cylinders, including steam cars:** Darracq 1904 (R. D. Gregory). **Manufactured between 1905 and 1916 (single, 2, or 3 cylinders):** De Dion Bouton 1907 (D. R. Gilbert). **Over 3 cylinders, including steam cars:** Morris-Oxford 1913 (F. A. A. Wootton).

Rally Awards: Class A: Progress 1901 (M. E. Davenport). **Class B:** Scout 1912 (W. G. Bond).

Fastest time of day: Sunbeam 1914 (S. E. Sears), 29.1 sec.

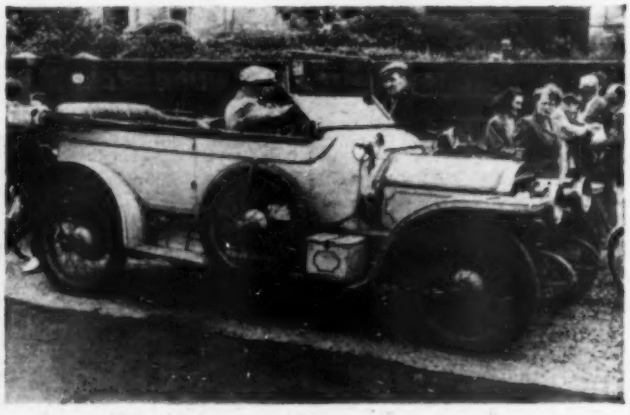
Best performance on formula: Stephens 1898 (R. J. Stephens).

VETERANS IN SCOTLAND

LAST Saturday, July 11, the Royal Scottish A.C. held its annual veteran car rally, starting from Blythswood Square, Glasgow, in the morning. From here to the rallying point, in Kilmarnock—a distance of 67 miles—the route was lined with spectators. There were 41 entries; a number of crews turned out in period costume. One all-feminine crew, in a 1912 Vulcan, was dressed in long dust coats and wide-brimmed hats; to hide the driver's unfamiliarity with the antique gear box, her passenger blew the bulb horn loudly every time a gear change had to be made.

While competitors had lunch at the seaside town of Largs, three judges selected from the assembly the best turned-out car among the entry, and the best three in each class. H. Stafford Cleland's pale blue 1902 Panhard Levassor was a very worthy winner of the premier award, the Genevieve Trophy; winner of the class for cars built before 1902 was F. S. Rowden's Star Dog Cart, which had come from Kent to take part in the event. In the Edwardian class, the winner was the very handsome six-cylinder Rolls-Royce, with magnificent bodywork by Barker, driven by C. E. W. Sleigh. Unfortunately, two of the cars that failed to arrive at Kilmarnock were the 1908 Stanley Steamer, which fell victim to boiler trouble, and the attractive 1899 Albion Dog Cart, which broke down only a few miles from the finish.

The rain that kept away from the veterans at Hastings was earlier in Scotland, and began to fall about half an hour before the end of the rally, but it was too late to spoil what had been a very good day, for which credit must once again go to Mr. A. K. Stevenson and his fellow-officials of the R.S.A.C.



H. C. Kay's 1912 four-cylinder Napier travelled down to Glasgow from Brechin and ran faultlessly. The original owner kept this car until 1929 when it changed hands for the first time, and H. C. Kay acquired it.

THE SPORT

by

J. A. Cooper

Sir James Scott-Douglas (*Ecurie Ecosse* Type C Jaguar) slides in the wet at Rathnew in the Leinster Trophy race, reported on page 93.

AVUS • CARRERA PANAMERICANA • 750 RELAY

COOPERS distinguished themselves in the Berlin Avusrennen, on Sunday, July 12. Cars of this *marque* finished first, second and third. John Cooper won the event, for 500 c.c. racing cars, at 93.52 m.p.h. Second was R. Nuckey, and third a German driver, Kurt Kuhkne. The pace that they set was telling, for only 12 out of the full entry of 33 who had lined up on the starting grid managed to complete the fifteen laps to finish. John Cooper himself was a lucky finisher. On the first lap, while he was driving at speed, two cars collided just in front of his bonnet; to avoid ramming them, he drove off the track into a wall. He got out of the car, pushed it to start the engine again, and drove on to win.

A JAGUAR XK120C had a runaway victory in the main event of the S.C.C.A.'s national race meeting at Offutt Air Force base, Omaha, Nebraska, on July 5. The driver, Masten Gregory, is a young newcomer to American sports car racing. He led the field for the entire 200-mile race, and was never seriously challenged. At the start, he set up a terrific pace, and the spectators and other competitors thought that his car would not stay the course. The other competing cars were nearly all of European stock—eight Allards, including one fresh from Le Mans driven by Fred Wacker, president of the S.C.C.A., six Ferraris, and some more Jaguars. Carroll Shelby and Jack McAfee shared the driving of a 4.1-litre Ferrari coupé—the same car as Ascari had driven in the Pan-American road race last year; they tried to catch up with Masten, but at the finish were still in second place. Fred Warner was in third position when the failure of the rear axle of his Allard forced him to retire, and allowed John Urbas to take over third place with his Jaguar XK120, which he held until the finish. Jim Kimberly, driving the 4.1-litre Ferrari, was an easy fourth until on the 64th lap—three laps before the end—his car was put out of the race by mechanical trouble, and Chuck Hassen (Jaguar XK120C) then took fourth place.

CERTAINLY, John Fitch must be accounted one of the luckiest men, to escape as he did from his crash in the Cunningham at Rheims. The car ran off the road on the very fast bend past the pits, on which he estimated his speed at 140 m.p.h., and somersaulted several times. Fitch was strapped in the car by a safety belt and stayed with it throughout, but his sole injury was a cauliflower ear; he didn't even get a headache!

This was the new CR5 Cunningham which had finished third at Le Mans. Unfortunately, it was so badly damaged as to be virtually irreparable, and consequently will not be seen in the sports car race at Silverstone tomorrow (later news than on page 83).

THE main interest in the Eastern Counties M.C.'s race meeting at Snetterton last Saturday, July 11, centred on the sports car events. Peter Gammon and Don Moore, in M.G.s, ran away with the first race, which was a combined event for 1,100 c.c. and 1,500 c.c. sports cars. Although Ben Wyatt pushed his ex-Wharton Frazer-Nash with determination, Cliff Davis managed to keep his Tojeiro-Bristol in front of him in the 2½-litre race, and the second half of this event showed the new H.W.M. sports car, driven by George Abecassis, to advantage; he won easily, by 24 seconds, from Oscar Moore's H.W.M. The ten-lap 500 c.c. race was spoilt by the number of non-starters. The winner, R. K. Tyrrell (Cooper) had an undisputed lead, but there was a good struggle for the places behind him; D. Truman (Cooper) and W. Nicholson (Kieft) finished second and third respectively. Handicapping in the remaining sports car events was of a varied standard and there were a few surprises. Ben Wyatt's much improved Frazer-Nash ran away from C. M. Sears' Tojeiro and T. W. Dargue's M.G. The over 2½-litre handicap was convincingly won by Oscar Moore (H.W.M.), with a handicap of 35 seconds over the limit men. F. C. Davis (M.G.) started with Moore, and finished second, 1½ seconds behind him. The *formule libre* race had 11 starters, but the distance of 20 laps was, alas, too much for seven of them, and only four reached the finish. On the fifteenth lap Tony Crook was well in the lead, but three laps later he spun, allowing L. Marr's Connaught to slip by and win, at an average of 83.86 m.p.h.

SNETTERTON again—the West Essex C.C. runs its closed meeting at this venue on Saturday, August 1. There are handicap races for saloon and sports cars for drivers who have not competed in an international event, and "five-hundred" races for junior and senior drivers; the main race, covering seven laps, is for *formule libre* racing cars. The first race starts at 1.30 p.m. (Entries close July 26; G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex.)

ENTRIES for the national United States Air Force Trophy meeting, organized by the A.M.O.C., also at Snetterton, on July 25, have come in fairly well. The event starts at 11.30 a.m. with half-hour reliability trials for stock touring and sports cars, in which a few American drivers have entered. These are followed by races for formula 3, 2, *libre*, and sports cars. Ken Wharton will drive the B.R.M. in the *libre* category, and his Cooper-Bristol in the formula 2; other entries are W. R. Baird's 2-litre and 4½-litre Ferraris, G. N. Richardson's supercharged R.R.A., Leslie Marr in the Connaught, J. Somervail and B. W. Birrell in supercharged E.R.A.s, K. Watkins' Cadillac-Allard, P. Emery's Cooper-Bristol, and J. D. Hamilton (XK120C).

The meeting is open to the public. Tickets may be obtained in advance, from Riches and Sear, Ltd., Little Rowley, East Harling, Norfolk; or on race day at the gate. Admission charges: car park labels, 10s each. Enclosures, 3s per person.

THE SPORT . . . . . continued

ANOTHER Aston Martin meeting—this time at Silverstone—is the St. John Horsfall Memorial race meeting, on August 15. This is the *pièce de résistance* of the club's annual summer weekend, which starts at the Cornhill Hotel, Pattishall, Northampton, with a noggin and natter on Friday evening, August 14, and finishes on the Sunday morning with a *concours d'élégance*.

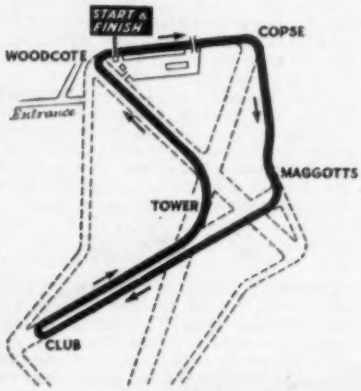
The race meeting is restricted to members of one-make clubs, including the Vintage S.C.C. and the 750 contingent. Open to teams of three sports cars, of the same *marque*, the David Brown Challenge Cup is a handicap relay race, each car having to complete nine laps; the St. John Horsfall race caters for Aston Martins in any trim, and is run on a handicap basis. In addition, there are regularity trials for sports and touring cars, and races for the 750 formula and sports cars. (Entries close August 4; P. C. Doyle, Downs Farm, Cannon Lane, Pinner, Middlesex.)

THIS Sunday, July 19, the Ramsgate Speed Trials, organized jointly by the Herts County A. and A.C. and the North London Enthusiasts' C.C., will be run on the Western Undercliff Drive, at Ramsgate, starting at 11.30 a.m. The course covers 440 yards, and where possible two cars will be run together. All classes of saloon, sports and racing cars are catered for; invited clubs are the Berkhamsted, Bugatti, B.A.R.C., Falcon, Half-Litre, Maidstone and Mid-Kent, and West Essex.

THE Automobile Club of Germany has included a race for sports cars in the German Grand Prix meeting at the Nurburgring on August 2. This is for both 1,100 c.c. and 1,500 c.c. classes and is being organized primarily to encourage young racing drivers; it covers five laps of the 14.17-mile circuit, and acts as a curtain-raiser to the main event for formula 2 racing cars.

ONE of those events that endears itself to us by its go and liveliness is the Seven-Fifty Motor Club's six-hour handicap relay race for sports cars. Of national status, and therefore open to the public, it takes place at Silverstone on Saturday, August 29, starting at 1 p.m. It was originated in 1951 by a very enthusiastic group of organizers. Now it is a respected date on the calendar. Despite the apparent informality that gives the whole meeting a swing, the organization required to keep a great number of teams circulating in an orderly fashion is comprehensive.

The event is a relay race between teams of sports cars; these teams may comprise from two to six cars each. Every team manager is provided with a coloured sash, and his object is to have this conveyed by his team cars as many times around the circuit as possible. The organizers credit each team with a certain number of laps—in order to equalize their chances of success, and to encourage the entry of moderate, as well as powerful, cars. There is a separate closed relay race for the 750 formula brigade incorporated in the main event. This year, the race takes place on a modified club course at Silverstone, as shown in the accompanying diagram. The lap distance is 2.5 miles. Secretary of the meeting is Holland Birkett, 3, Pondtail Road, Fleet, Hampshire.



Modified Silverstone club course for the 750 clubs six-hour relay race.

ALTHOUGH the Carrera Panamericana, the Mexican marathon that Mercedes-Benz carried away last year, is still quite a long way ahead, it is definitely not too early now for British manufacturers to start thinking seriously about their challenge for first place. The race will be run this year on November 19-23. With its adventurous spirit, fantastic hazards, and differing road conditions involved, this Pan-American race has captured the public's imagination from America to Europe. Because of this, the prestige-value that must accompany an out-and-out win is enormous. The sports car category—there is also a class for strictly stock production cars—is dominated by European *marques*. Last year, the Italian stables of Ferrari and Lancia were there in force, and also the French Gordinis; but the German *équipe*, with a thoroughness of organization that amazed everyone but themselves, rightly deserved their success. It is essentially a race of organization. The team that enters for "a shot at it" is ruthlessly eliminated by the exigencies of the course. While the 1,934-mile route, which includes winding mountain roads and very fast straight roads across the plains, is a supreme test for car and crew, it is also the acid test for a team manager. Last year, the Mercedes team was equipped with appropriate changes of Continental tyres to cope with the extreme differences in road conditions.

The course is tackled in day sections, with a night stop between them. Although speeds are high—the Mercedes of Kling and Klenk won last year at an average of 102.6 m.p.h.—it is not just a matter of sheer speed.

Last year, the American Lincolns put up a brilliantly consistent performance, taking the first four places in the stock car class. This in itself is a worthwhile challenge. A correspondent in Mexico City writes that "it would be wonderful to see a determined effort on the part of a British manufacturer to enter a team of cars and drivers." A successful attempt would certainly boost the dollar drive.

THOSE who have driven around the Castle Combe circuit and have discovered the troublesome portion of the track just before Quarry Corner will be pleased to hear that the Bristol club is having this part resurfaced in time for the national meeting on October 3.

FOR its international meeting at Charterhall, on August 15, the Winfield Joint Committee has devised a good way of housing spectators near the circuit. A large caravan park, with a supply of running water available, has been reserved adjacent to the course. The charge is £1 10s per caravan, which includes the use of a towing vehicle.

THE speed hill-climb for racing and sports cars at Great Auclum, Burghfield Common, near Reading, will be run again on August 8. Organizers are the Hants and Berks M.C. Included in the classes is a special one for cars propelled by a gas turbine engine. The other classes are as follows: sports, up to 1,300 c.c., 1,301 to 1,800 c.c., 1,801 to 3,000 c.c., over 3,000 c.c.; racing, up to 500 c.c., 501 to 1,100 c.c., 1,101 to 2,000 c.c., over 2,000 c.c. The course at Great Auclum is an interesting one for drivers and spectators; from the starting line it descends to a banked right-hand corner, then climbs through a twisting section to a second banked right-hand corner, and finally there is a straight and level finishing stretch. The President's Trophy and £25 are awarded to the driver making f.t.d. Invited clubs: B.A.R.C., West Hants and Dorset, Gosport, Half-Litre, Hants and Berks, London, M.G., Vintage. (Entries close July 25; A. H. S. Fountain, 51, Matlock Road, Caversham, Reading.)

COMING SHORTLY

JULY 18.—R.A.C. British Grand Prix, Silverstone circuit, Northamptonshire; first race 10.15 a.m.
18.—Grimsby M.C. Rally and *concours d'élégance* for veteran and vintage cars, Cleethorpes Promenade, 2.30 p.m.
18.—Stroud and D. M.C. *Concours d'élégance*, Stroud Show, Gloucestershire.
18-19.—North London M.C. Night navigation contest, Glanfield Lawrence premises, corner of North Circular and Great North roads, 10 p.m.
19.—Mont Cenis hill-climb, Italy.
19.—20 Ghost Club. *Concours d'élégance*, Kensington Gardens, London, S.W.7.
19.—Herts County A. and A.C. Ramsgate speed trials, Western Undercliff Drive, Ramsgate, Kent, 11.30 a.m.
19.—Alvis O.C. (S.B. Section). Pershore Rally.
23.—Jersey M.C. and L.C.C. Bouley Bay speed hill-climb, Jersey, 2.30 p.m.
23-26.—Evian Mont-Blanc Megève rally, France.
25.—Aston Martin O.C. United States Air Force Trophy Meeting, Snetterton, near Thetford, Norfolk, 11.30 a.m.
25.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.
25.—Bristol M.C. and L.C.C. Rally and reliability trial for veteran and Edwardian cars.
25.—Midland A.C. Closed invitation hill-climb, Shelsley Walsh.
25-26.—Spa 24-hour race, Francorchamps Circuit, Belgium.
25-26.—West Hants and Dorset C.C. Graham Cup Night trial, Sandford, near Wareham, Dorset, 11.30 p.m.
26.—Aosta-Grand St. Bernard hill-climb, Italy.
26.—Aix-les-Bains formula 2 race, France.
26.—Jubilee Grand Prix of the A.C. de Portugal, Lisbon circuit, Portugal.
26.—Allard O.C. Driving tests, Football Club Ground, Horley, Surrey, 11 a.m.

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Driving a **CONNAUGHT** *at an average speed of* ***71·94*** *m.p.h.*

2nd

ROY SALVADORI

Driving a **CONNAUGHT**

Record lap by Roy Salvadori at 73.59 m.p.h.

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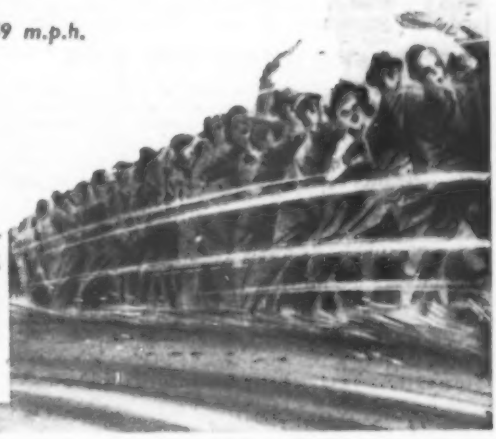
USING Essolube MOTOR OIL

The same fine Mineral Oil you can buy from your local garage



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EVERY Aston Martin is turned out with an appearance to match its performance . . . that's why Car-Plate is the car-wax used for these fine cars.

On *your* car . . . and all cars . . . Car-Plate gives the easiest, brightest shine of all. Car-Plate is the quickest way and the surest way to get a perfect wax shine. But Car-Plate gives more than surface beauty . . . it is complete protection against sun, rain and grime.

SO EASY, SO SURE

Just spread Car-Plate on a clean car — let dry and wipe lightly. That's all. *There is positively no rubbing.* You wipe only to remove the haze. This reveals a glass-like wax surface.

Once waxed with Car-Plate your car stays clean . . . stays protected . . . one waxing *lasts* and *lasts*. Just wash and wipe occasionally to restore the diamond-shine.

CLEAN BEFORE YOU WAX

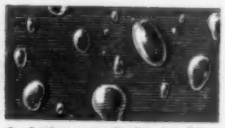
Remember Car-Plate is a wax not a cleaner. Contains no abrasives. Its sole job is to shine and protect. Car-Plate will not hide dirt. So clean your car *super-clean* before you apply Car-Plate. Ordinary washing is not enough. Johnson's Carnu is best for this cleaning job. It's quick, sure, absolutely safe — removes every trace of grease, grime and dead-paint.

Do this cleaning job properly and you will be sure of getting a perfect Car-Plate waxing. A hard wax film that is *bonded* to the finish. *A surface on a surface.* Water won't penetrate it . . . dirt can't cling to it . . . your car will wear the brightest shine, the best protection!

Try Car-Plate today . . . one trial will convince you!

PROVE FOR YOURSELF HOW CAR-PLATE PROTECTS— BY MAKING THIS SIMPLE "RAINDROP" TEST

1 Unwaxed surface — note how water spreads — seeps into the finish.



2 Surface waxed with Car-Plate — note beading-up of raindrops.

Just wipe off any surface dirt or dust from your Car-Plated car and see how the raindrops 'bead up' on the clean waxed surface. Water cannot soak into the finish to do its hazing, dulling work. If water 'spreads' on your car, you know it needs a Car-Plate waxing.

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WAX WITH CAR-PLATE

From all garages and accessory dealers. Car-Plate 5/- a tin. Carnu 3/- a bottle.

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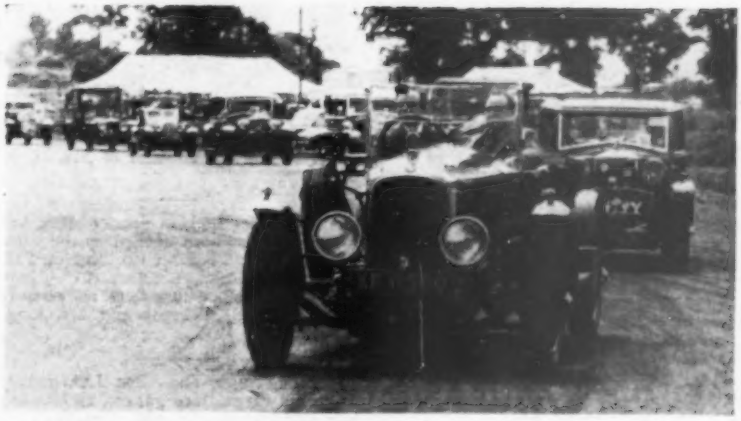

Cecil Clutton's 1922 side-valve 30-98 Vauxhall leads the *concours d'élégance* cars as they do a lap of the club circuit during the V.S.C.C. Silverstone meeting last Saturday.

CLUB NEWS

Pathfinders and Derby M.C.—The Midlands car rally, which was postponed in April, has now been arranged to take place in September, starting from Derby in the late evening of Saturday, September 19, and finishing in or near Derby on the Sunday. Covering about 300 miles from start to finish, the course includes a number of eliminating tests. Regulations will be available shortly from J. A. Leyland, 15, Eastwood Drive, Littleover, Derby.

Volkswagen O.C.—The first meeting of this club was held on June 26, at the Clarendon Hotel, Hammersmith, London, W.6. Ronald D. Woolf, of 30, Foscote Road, London, N.W.4, was elected honorary secretary.

B.A.R.C.—There is a good entry for the members' meeting at Goodwood on Saturday, July 25; included in the usual programme of short scratch and handicap races is an invitation one-lap sprint. Entry to the course is limited to B.A.R.C. members and their friends. First race, 2 p.m.

Knowldale C.C.—In conjunction with the Vintage S.C.C., a Coronation cavalcade of motoring was organized in Rochdale, Lancashire, on July 4. From 1900 to 1938, all the periods of motoring were represented, and after a parade around the centre of the town, cars were put through a series of three tests for the amusement of the large crowd of spectators.

Results of the *concours* are as follows:—**Up to 1905**: tie between 1900 Benz (P. Bradshaw) and 1902 Wolseley (J. Gardiner). **1905 to 1914**: 1912 Rover (G. Hall). **1915 to 1930**: 1925 Alvis (H. Clarke). **1930 to 1938**: 1933 Alfa Romeo (J. Crowther). **Driving tests: 1905 to 1914**: 1912 Rover (G. Hall). **1914 to 1930**: 1930 Riley (M. Primer) **1930 to 1938**: 1933 Rover (H. Ratcliffe).

Mercedes-Benz Club.—The weather on July 4 was wonderfully fitting for the elegant assembly of Mercedes-Benz cars for the *concours* at the Bull Hotel, Gerrards Cross, Buckinghamshire. The judges were Morin Scott, President, *Les Hommes à l'Hispano*, and C. W. E. Kerr. Winner was a 1936 Model 500K, entered by the Hon. G. R. St. Aubyn. The first anniversary dinner followed at the Bull Hotel. Membership now totals 178. The honorary secretary is R. H. Johnson, Chequer Trees, Limpley Stoke, near Bath, Somerset.

Rhyl and D.M.C.—This club is "at home" to members of other motoring clubs who may be staying in the district for their holidays and would like to take part in a social run on Sunday, August 16. Intending entrants should write to A. H. Rutt, Basingwerk, Greenfield, Holywell, Flintshire, before August 3.

Sheffield and Hallamshire M.C.—One would think that after the concentration of navigational and map-reading tests with which organizers have plagued willing competitors in the last few years, there would be no corner of England left now to baffle the navigator. But there is, and one supposes always will be as long as organizers and competitors exist. The Rally of the Dams, on August 29-30, is a closed invitation 24-hour event. Starting points are Sheffield, Manchester and Birmingham, and the route covers 400 miles, principally in and around Derbyshire. It includes everything that the hardened rally competitor would wish, from day and night navigational sections and regularity sections to hill-climbs and driving tests. There are supper and breakfast stops *en route*, and the final dinner and prize presentation is at the Grand Hotel, Sheffield. Entries will be divided into the following classes: standard cars, open and closed: up to 1,100 c.c., 1,101 to 1,300 c.c., 1,301 to 1,500 c.c., 1,501 to 2,000 c.c., over 2,000 c.c. Invited clubs: Sheffield and Hallamshire, London, M.C.C., B.A.R.C., Vintage, Sunbac, M.G., Yorkshire. (Entries close August 10; R. A. Hopkinson, Whitegates, 44, Greenbank Drive, Chesterfield.)

South Essex M.C.—The Norman Cup Rally, on Sunday, July 5, started with a regularity test, in which a 28 m.p.h. average had to be maintained; secret check marshals had a busy time. At the end of this, one of the officials who is a driving examiner had arranged a road courtesy section over a circular course of two miles; this included all the pets of the Highway Code—road junctions, blind corners, schools, and crossings. Competitors had to drive strictly within the requirements of the Highway Code; most drivers acquitted themselves honourably. After a good lunch at the Rose and Crown, in Saffron Walden, competitors had to write down the names of all the inns and hotels, and the licensee's name in each case, along a 30-mile route. Winner was E. Steele, in a Riley; runner-up, D. Holdaway, driving a Morris; and third, K. Jordan, in a Ford.

Sporting C.C. of Norfolk.—The Ten Test rally, which was to have been held on July 18-19, has had to be cancelled owing to lack of entries.

West Hants and Dorset C.C.—The Graham Cup night trial, on July 25-26, is suitable for family cars. The start will be at 11.30 p.m. from the Sandford Motor Auction, Sandford, near Wareham, Dorset. All check points are within a 15-mile radius of the start. (Entries close July 24; L. S. Fitch, 3, Springdale Road, Broadstone, Dorset.)

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WHY NOT CONSULT US ABOUT YOUR NEW MORRIS CAR

IN THE MORRIS RANGE THERE IS A CAR TO SUIT MOST REQUIREMENTS

—LET US SEND YOU FULL PARTICULARS

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A Letter from
SANTA CRUZ, CALIFORNIA

"This is the first time that I write to you as a fully-fledged Frazer-Nash owner, although my experience at the moment is limited to 2,500 miles of road driving, and my first race. I had my car flown to Denver from New York (after its arrival on the "Queen Elizabeth") and drove it thence to Long Beach, California, and raced it at Stockton last weekend on an airport circuit.

"I am delighted with the car. It is very comfortable with a good driving position. On the first day out of Denver I was at the wheel 14 hours without undue fatigue. The brakes are excellent and the gear-box is a dream. The car handles beautifully, and I always felt that I was taking turns about 10 miles too slow—the car does what is asked of it.

"Stockton was a very nice place to get a bit used to the Frazer-Nash. We won the 2-litre class and finished eighth overall—driving easily.

"Again let me express my satisfaction with the car. It is like a thoroughbred polo pony, and I anticipate many hours of happy motoring both in competition and on the road."

FRAZER-NASH CARS
ISLEWORTH, MIDDLESEX

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A Selection of our GUARANTEED USED CARS

● **BRISTOL** "400" Saloon, first registered July 1948. Completely reconditioned engine and gear box. Finished in black with beige upholstery and fitted with radio and heater.

● **M.G.** 1½ Saloons: large selection of Y and YB Series Cars, taxed and ready for immediate use.

● **VAUXHALL** Wyvern saloon, first registered April 1952. 10,000 miles. Finished in black with brown upholstery. Radio, heater, loose covers, mats.

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Specialists in transport during nine reigns

BY APPOINTMENT, COACH BUILDERS TO THE LATE KING GEORGE VI

RENAULT

50 m.p.g Full 4 seater. 60 m.p.h.

As distributors we specialise in the sale of new and used examples of the attractive baby Renault. Its genuine economy is world famous. Its successes in Continental motoring competitions proves its quality. May we demonstrate why nearly half a million have already been sold? We are delighted to provide a list of used examples and details of early delivery of new models.

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IN BRIEF

Mr. Geoffrey Welby, sales manager of Vauxhall Motors, Ltd., has been elected a director. His appointment anticipates the retirement on December 31 of Mr. C. H. Fisher, director of sales, service and parts.

Champion sparking plugs were used in the Ferrari in which J. M. Hawthorn scored his brilliant victory in the French Grand Prix, at Rheims. They were also used by Stirling Moss, the winner of the twelve-hour sports car race, held before the Grand Prix, in his Jaguar. The winning Jaguar was equipped with Dunlop tyres.

At the premises of Metropolis Garages, Ltd., at Olympia, London, the Esso Petroleum Co., Ltd. recently presented a 1903 6½ h.p. Cadillac to the Veteran Car Club. The actual presentation was performed by Mr. H. W. L. Legg on behalf of Esso, and Mr. G. James Allday, M.B.E., received it on behalf of the Club. The custody of the car will remain in the hands of Metropolis Garages.

Mr. Gilbert H. Way, M.B.E. has been appointed manager of the general tyre sales division of the Dunlop Rubber Co., Ltd., at Fort Dunlop. He was previously chief planner in the factory. Mr. G. B. Milburn has become sales executive and his previous post as sales secretary has been taken by Mr. W. Batchelor. In Aberdeen, Mr. C. A. Cook has been appointed district manager upon the retirement of Mr. G. Bennett Roger.

At a board meeting on July 8, the following were appointed local directors of the Austin Motor Co., Ltd.: Mr. J. R. Edwards, general works manager; Mr. S. J. Wheeler, secretary of the company and joint secretary of the British Motor Corporation; Mr. J. R. Rix, technical manager, Mr. H. J. Graves, supply and equipment manager; and Mr. T. G. Bradley, at present general manager of the tractor and transmissions branch of Morris Motors, Ltd.

To meet the increased demand for radiator services in the West Country and to provide extra facilities between the existing Serck branches at St. Austell and Southampton, a new branch factory has been built by Serck Radiators, Ltd. on the Marsh Barton Estate, Exeter. It will be managed by Mr. Ken Walker, who was previously in charge of the St. Austell branch. His previous post is taken by Mr. B. P. Bent. The telephone number of the new branch is Exeter 58151.

A further series of five road safety films, sponsored by Regent Oil Co., Ltd., has been produced by Norman Hemsley Productions in conjunction with the Royal Society for the Prevention of Accidents. These 35mm half-minute "flashes" emphasize the way in which some common accidents are caused, and show how, by observing a few simple rules, such accidents can be avoided. They can be obtained without charge by applying direct to Sound Services, Ltd., 269, Kingston Road, Merton Park, London, S.W.19, or to the sponsors.

Mr. L. Price has resigned his post as advertising manager of the John Bull Rubber Co., Ltd. The vacancy has been filled by the appointment of Mr. D. R. Burrows.

A new east London district office and warehouse has been opened by the Firestone Tyre and Rubber Co., Ltd., at 731, Commercial Road, London, E.14. The district and office managers respectively are Mr. J. G. Osborne and Mr. L. J. Higgins.

Joseph Tomey and Sons, Ltd., manufacturers of pressure gauges, entertained some 200 customers and suppliers to a cocktail party at the Welcombe Hotel, Stratford-upon-Avon, on the occasion of the centenary of their foundation.

Mr. T. H. Oakley, well known as advertising manager of Humber, Ltd. for many years, is to retire on July 31. Mr. A. J. Coleman will then be in charge of the advertising department, responsible to Mr. A. D. Rootes, the sales manager.

In an article on the covering of 128,000 miles without a rebore by a 1½-litre Riley (*The Autocar*, June 26) reference was made to the use of Macrome chromium plated piston rings. This should have read Vacrom, which is the brand name of Hepworth and Grandage, Ltd.

In appreciation of his services to the tyre industry as chairman of the tyre trade joint committee for the last six years, Mr. A. S. Bishop, sales director of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., has been presented by his fellow members with a silver salver bearing the signatures of all who had served under his chairmanship.

Mr. H. S. Notley, a director of the Australian company, Bennett and Wood Pty., Ltd., will arrive in England to-morrow, July 18. He is a past president of the Wholesale Automotive Supplies and Parts Association of New South Wales and is vice-president of the Federation of Automotive Wholesalers as well. He is also an executive member of the Federation of Cycle Wholesalers and Manufacturers and of the Federation of Motor Cycle Importers.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

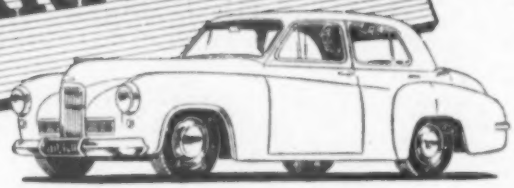
No. 16659. Engine Conversion.
"H.D.J."—Hints on fitting Ford Ten engine in pre-war Fiat 500 Cub.

No. 16690. 1937-38 12-70 h.p. Alvis.
"G.F.M."—General information and a handbook.

No. 16691. 1938 15.63 h.p. Willys.
"C.M.S."—All possible information and a handbook.

No. 16692. Handbooks Required.
"W.F."—1937 Rover Sixteen.
"D.C."—1937-38 Wolseley Fourteen.
"D.H."—1936 Morris Twelve.
"C.B."—1933 J-type M.G. Midget.
"C.T."—1932 Lancia Lambda.
"W.P."—1934 Lanchester Ten.

your guarantee – A CAR FROM TOM GARNER LTD.



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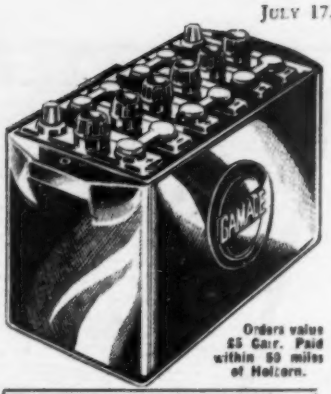

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Clean your windscreen while driving. Simple to fit. Easily operated by simply pressing the flexible plastic container and starting the windscreen wiper.

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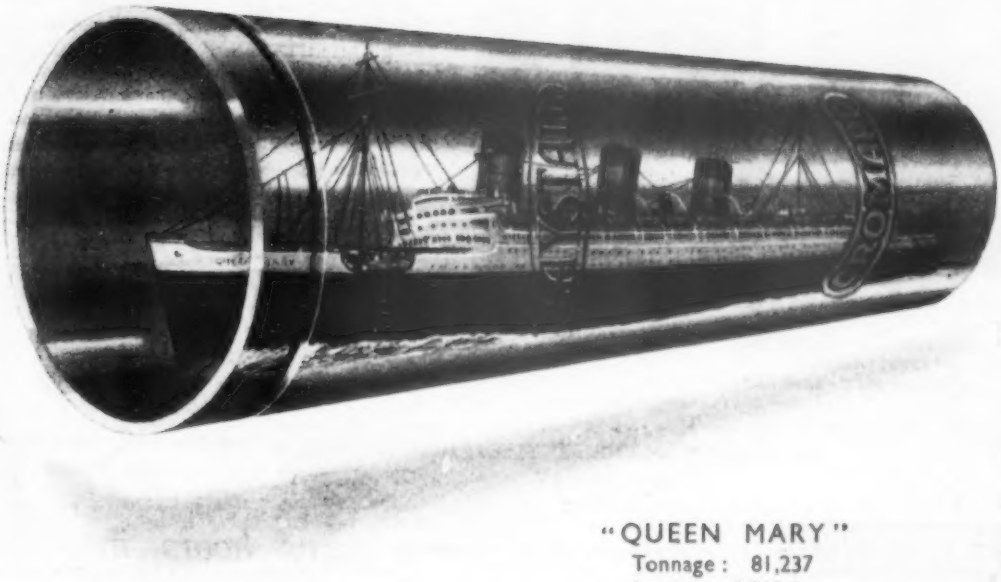

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Tonnage: 81,237
Length: 1,019 ft.

CROMARD–*Cylinder Liners using chromium to eliminate wear and corrosion for 100,000 miles*–AND MORE

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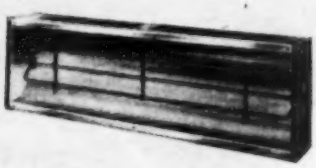

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Seven-stage superhet with automatic volume control. The small size and compact separate control unit ensure unobtrusive installation in any car. A receiver renowned for its fine quality reproduction.

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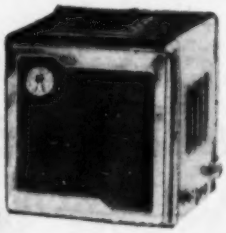

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CLEANS YOUR SCREEN
as you drive along!

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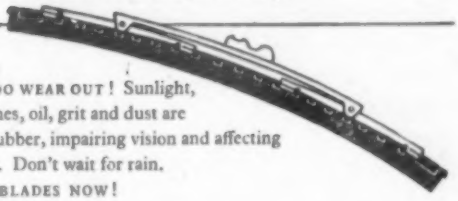
Your garage can supply and fit



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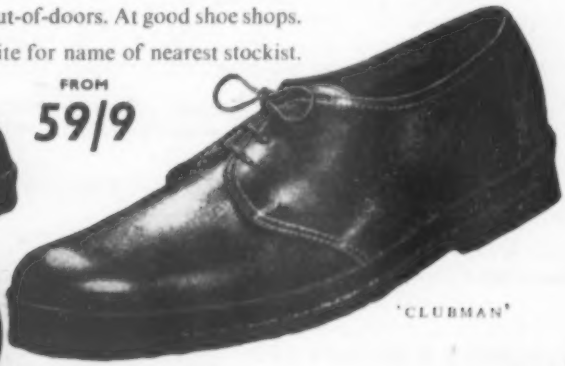

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VISIBLE FILTER
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A line filter with a fixing lug with hole for ¼in. bolt.

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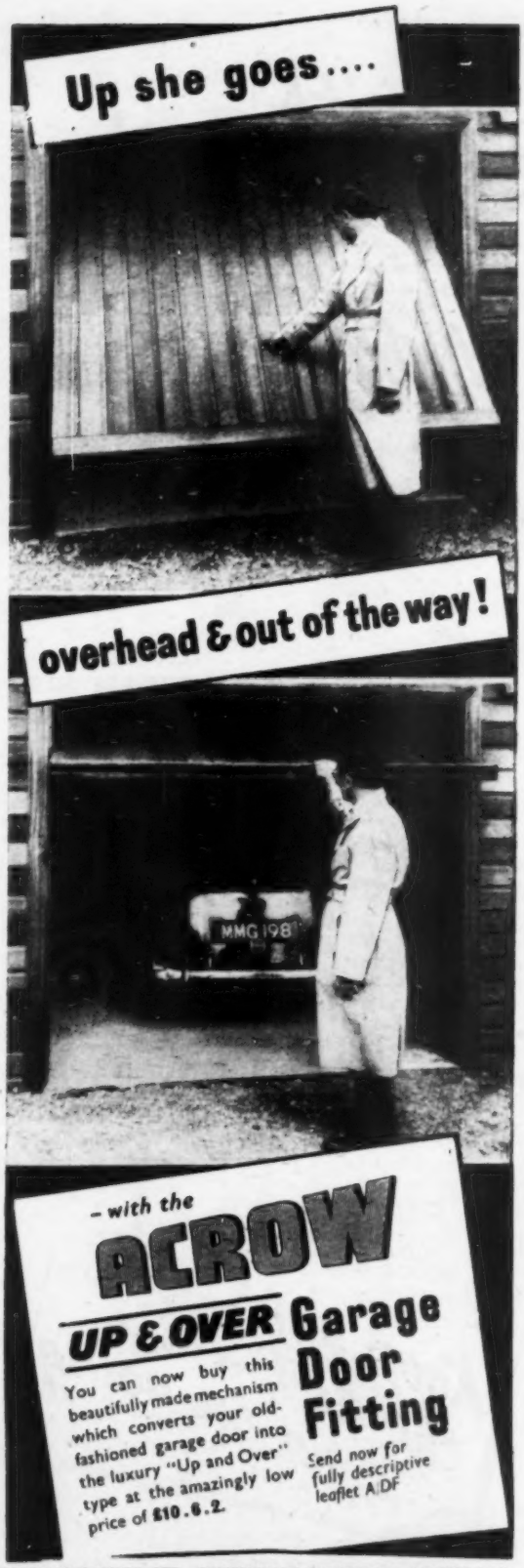
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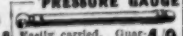

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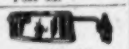

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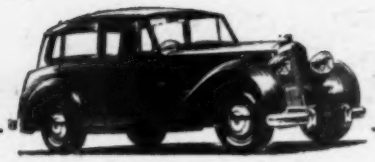

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TOTAL £1,099 . 0 . 10

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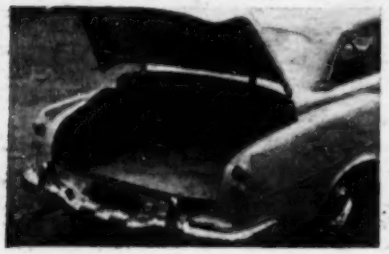

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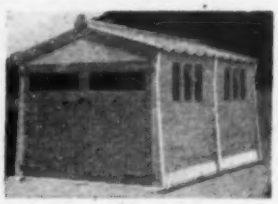

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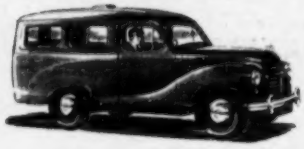

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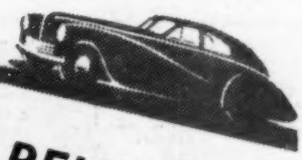

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SWANMORE GARAGE offer:

1953 Allard saloon, 3,000 miles only; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 43344. [C4024

B. J. HUNTER, Ltd., offer:—

1951 Allard saloon, new tyres, new engine fitted; £675.

1948 Allard tourer, fitted special twin carburettor engine, very fast; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GARAGE SERVICE Co., Ltd.

1948 Allard foursome drop head coupe, excellent chassis, good coachwork; £395.

1081 Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692. [C2019

HW. MOTORS, Ltd., offer:—

1952 special K type Allard Competition 2-seater sports, fitted with Chrysler V.8 power unit; this car is reputed to be one of the fastest Allards available in this country, for competition and road use; further details upon application; £1,095.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

1951 P51 saloon heater, one owner, 25,000 miles; £575.—Castelnau S.W.13 (By Hammersmith Bridge). Riverside 4444. [C1022

1950 Allard saloon, grey with blue leather, 26,000 miles, in beautiful condition; £565.—Roy Galway, Ltd., 21, Farm St., Berkeley Sq. Gro. 4747. [6008

£345.—Allard 4-seater tourer, 1948, recond engine, good tyres, extras.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1948 Allard K-type occasional 3-seat grey open sports; £350; owner leaving country.—4, Barleycroft Rd., Welwyn Garden City, Herts. Tel. W.G. 747. [5697

ALLARD semi razor-edge pillarless sports saloon, perfect condition, fitted telecontrols, latest type grill P.700, lighting, elegant and reliable; £515; seen Silverstone, July 18.—Eccleston, 47, Warstone Lane, Birmingham, 18. Cen. 6220, after 7 p.m. Acc. 2039. [5831

SALES & WANTS
Turn to page 81 for Advertisement Form

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MOTORISTS!
ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 80

ALLARD

425gns.—Allard (Oct., 1948) sports 4-seater, red, red leather, good tyres, excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 Allard 4-seater drop head coupe, model 61M, silver grey, blue leather, new hood and reconditioned engine, perfect condition throughout, extras include heater, show chains, radiator muff, mirrors, etc., 4 new tyres, new battery, all tools and instructions, one owner, taxed year; £425.—Tel. Nottingham 84918. [5854

Allard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

J2 wanted for cash.—Valentine 2098 or 4674. [W2018

ALLARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

BARTLETT will pay more for Allard cars.—27a, Pembridge Villas, W.11. [W1015

REALLY good second-hand Allard required.—Cobb, 30, Harley House, N.W.1. [W1097

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ALLARD 2-seater, condition immaterial, would consider other models or damaged car, please state year and price.—Mead, Poplar Rd., Dorridge, Warwickshire. Knowle 2697. [5925

ALVIS

TOM GARNER, Ltd., offer:

1952 Alvis 3-litre saloon, black with red hide, heater, radio, many extras, 15,000 miles; £1,365.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

HW. MOTORS, Ltd., offer:—

1952 Alvis 3-litre saloon, finished maroon with beige leather upholstery; this car is virtually indistinguishable from new and has only covered a low mileage of 10,000 miles; £1,395.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

GUY SALMON AUTOMOBILES offer:—

1950 Alvis 14 T.A. Tickford drop head coupe; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS, Alvis Distributors; new 3-litre.

1953 Alvis sports 2-seater, 750 miles.

1952 Alvis 3-litre saloon, 5,000 miles.

1951 Alvis 3-litre saloon, radio, heater.

1951 Alvis 3-litre d.h. coupe, 10,000 miles.

ALVIS cars examined by distributors.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

1953 Alvis 3-litre 2-seater, 600 miles; £1,395.

GORDON CARS (LONDON), Ltd., 575, Euston Rd., N.W.1. Eus. 6611. [C2025

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1951 Alvis 3-litre sports saloon, black, brown leather, heater, in excellent order throughout; £1,195.

1948 Alvis 14hp drop head coupe, maroon, beige leather, heater, new hood just fitted, good order; £675. [C1001

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ALVIS 25hp Crested Eagle late 1937 Vanden Plas saloon, good condition.—Offers to Box 8517. [6015

1952 Alvis 3-litre drop head coupe heater, radio; £1,250, excelent condition.—Box 8481. [5795

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

1948 Alvis 14 saloon, one owner, excellent condition, fitted heater and screenwashers, good tyres; £650.—Box 8503. [5916

1937 Alvis Silver Crest 6-light saloon, superb condition throughout, almost as new tyres, one family owner, bargain; £275.

X L SERVICE STATION, Kingston Vale, S.W.15. Kin. 8353. [C4060

£395—1940 Alvis 12/70 sports saloon, in immaculate condition throughout; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£1250—1951 3-litre Alvis drop head coupe, one owner, immaculate.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£695!!! 1949 (July) Alvis drop head foursome coupe, T.A. series, maroon with fawn leather, original condition except for new hood and extensive engine reconditioning last year, an outstanding example of this all too scarce series.

£745!!! Alvis 14hp saloon, late 1949, late property of wealthy professional gentleman (sole owner since new), immaculate condition.

£295!!! Alvis Speed 25 Charlesworth sports saloon, 1937, largely original in condition and a particularly well kept car, good mechanically and capable of very high maximum cruising speeds.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROYS offer:—1938 Alvis 12/70 sports saloon and 1937 Alvis 17 sports saloon; £295; both excellent throughout; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

625 gns.—Alvis 14 (Dec., 1948) foursome drop head coupe, grey, red leather, radio, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

13000 miles only, 1950 14hp streamlined sports 2-seater; absolutely unmarked, perfect jewel; this car has a wonderful performance on the open road yet behaves impeccably in traffic, does 28mpg, colour Alvis racing green, cream upholstery; reason for selling domestic; £875.—Apply Harris, 152, Middleton Hall Rd., Kings Norton, Birmingham. Tel. Birmingham Vic. 3917 before 7 p.m., after Kin. 3311. [5715

LATE 1935 Alvis 14hp sportsmans 4-door 4 light saloon, 4-cylinder ohv, one carburettor, finished in original polished black with brown leather interior, carpets to match, superior polished wood phillits, all-aluminium body, low-swept tail, large enclosed rear boot, all chrome P100 lamps, built-in jacks, all good tyres, taxed year, 4-speed manual gear box; definitely mechanically 100% throughout, fast, really economical, photo; £175.—72, Egerton Rd., Whalley Range, Manchester. Tel. Chorlton 6562. [6056

Alvis Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GUY SALMON AUTOMOBILES

PURCHASE Alvis.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [W4001

PERFORMANCE CARS urgently require Alvis's.—Great West Rd. Brentford, Middlesex. Ealing 5641. [W3041

1939 Speed 25 urgently required.—Chipstead Motors, 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

GOOD price paid for 1938-9 Speed 25 or 4.3-litre 4-door saloon, sliding roof, genuine private buyer, must be available for any inspection and trial, also sight of accounts for major repairs.—Box 6447. [5775

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Alvis sales and service.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [84053/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1950 Pontiac 8-cyl. de luxe saloon.

1948 Lincoln Continental saloon.

1948 Plymouth saloon.

1947 Pontiac 6-cylinder convertible.

1946 Lincoln saloon, r.h.d.

1939 Packard Super 8 club sedan.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028

AMERICAN CARS

SIMPSON'S MOTORS offer:—

RHD Ford Custom 4-door, all extras, black, low mileage.

1952 Chevrolet saloon 2-door, fitted with extras, l.h.d., colour pastel green.

1952 Studebaker Champion saloon 4-door, fitted with radio, heater and seat covers, l.h.d., colour pastel green.

1951 Studebaker Champion, fitted with radio, heater and all extras, l.h.d., colour olive green.

1951 Chevrolet Power Glide de luxe, fitted with radio, heater and all extras, colour blue, l.h.d.

1951 Chevrolet de luxe saloon 4-door, fitted with radio, heater and seat covers, l.h.d., colour black.

1951 Chrysler New Yorker saloon 4-door, fluid drive, fitted with radio, heater and seat covers, l.h.d., colour green and black.

1951 Kaiser Henry J. 2-door, l.h.d., colour blue.

1949 Studebaker saloon 4-door, all extras, r.h.d., black, low mileage.

1949 Buick Roadmaster Dynaflow 4-door, fitted with radio, heater and all extras, low mileage, l.h.d., colour black.

1949 Ford Custom 2-door, fitted with heater and seat covers, l.h.d., colour blue.

1949 Ford Custom 2-door, fitted with radio, heater and extras, l.h.d., colour black.

1947 Buick Sedan 4-door, fitted with all extras, l.h.d., colour blue.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

£995!!!—Kaiser-Frazer L.H.D. de luxe special traveller's saloon, probably the only one in Europe, registered 1951, literally brand new, seats 7 or the back opens for sleeping 2 or 3 and has a utility platform 8ft×4ft, most unusual multi-purpose vehicle, photograph available.—Below.

£845!!!—1947 (Sept.) Pontiac right-hand-drive de luxe saloon, magnificent throughout and just completed £150 overhaul prior to Continental trip; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley, Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CAMDEN MOTORS.—Buick, we offer what is probably the finest low mileage post-war Buick in the country—1949 model Super 8 6-seater saloon, most immaculately finished in deep maroon and embodying every possible luxurious extra; since October, 1951 this car has done less than 1,000 miles and the exact total mileage since delivery is correspondingly and absurdly small, the whole mechanical condition is almost impossible to fault and the car has only to be seen to be admired and coveted by any motorist who is American car minded; no photographs can do it proper justice but they will be supplied to any genuine prospective purchaser.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

American Cars Wanted

ATTENTION!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. [W4015/R

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-19, High St., Toddington, Beds. Tel. 371. [W4064

AMERICAN car wanted for cash.—Valentine 2098 or 4674. [W2018

PRE-WAR American convertible required.—Woods, Brookside, Acacia Rd., Staines. Tel. 346. [W1030

JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—48, Kensington Court, W.8. Western 6015. [W4056

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Buyers, welcome all opportunities to acquire first-rate American cars of all makes.—Full particulars welcomed. 345, High Rd., Wembley. Tel. Wembley 8691/3903. [W4015/1/R

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd. (London and district distributors), offer:—

1950 Armstrong Siddeley Whitley saloon, radio, grey, £895; one week's free trial, guaranteed; deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on a new standard ex-works 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long×4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C3039

CAR MART, Ltd.

LONDON Distributors.

1953 Armstrong Siddeley Whitley saloon, heater, 1,000 miles; £1,275.

1952 Armstrong Siddeley Hurricane coupe, heater, 14,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

TOM GARNER, Ltd., offer:

1953 Armstrong Siddeley 2.3-litre Whitley saloon, grey with red upholstery, 2,000 miles only; £1,265.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1949 Armstrong Siddeley Typhoon saloon, black with brown upholstery, heater, recorded mileage 24,900; £675.

836-842, High Rd., N.12. Hillside 0024. [C2027

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES offer:—

1950 Armstrong Siddeley Hurricane coupe, 17,000 miles, as new; £685.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

1947 Armstrong Typhoon, one private owner; £495.—Selbornes, 82, Park St., W.1. May. 4733. [5740

£450—1948 Armstrong Hurricane coupe, nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

ARMSTRONG Lancaster, September, '48, radio, heater, genuine bargain; £550.—Blue Star Garage, 366, Kensington High St., W.14. [5626

1936-7 Armstrong 17 saloon, guaranteed, £160, or payments.—Oldfield, 356, Kensington High St., W.14. Wes. 6651. [C3029

£95.—Genuine 1935 Armstrong 12hp de luxe saloon, ideal holiday car; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£135 o.n.o.—Armstrong Siddeley 12hp saloon, 1955, leather upholstery, coachwork, engine good condition, excellent for touring.—Mitcham 4198. [5815

1952 Armstrong Siddeley Hurricane drop head coupe, grey with blue upholstery, serviced by Armstrongs; £895.—Middlesex Motors, Harrow 0022. [5936

1952 (July) Armstrong Siddeley special tourer, colour cream and maroon, most attractive body, taxed year; £625, see also our advert. on page 61.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3058

1953 Armstrong Siddeley 18 Whitley saloon, heater, etc., 250 miles only; £1,250.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

JACK ROSE, Ltd.—1948 Armstrong Typhoon saloon in blue, almost spotless, £60 recent overhaul; accept £495.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

1948 (May) Armstrong Siddeley Lancaster saloon, perfect condition, regularly serviced, one owner; £480.—Hinds (office), 216, Goldhawk Rd., W.12. Riverside 2851. (Home Oxshott 2525.) [5764

1939 Armstrong Siddeley 16hp 4-door sports saloon, attractive appearance and excellent mechanical condition; £285.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1951 (June) Armstrong Siddeley Lancaster saloon, one owner, wireless, heater, etc., black, brown leather, as new; £850.—Seymour & Clements, Ltd., 56, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

£485!!!—Late 1947 model Hurricane drop head four-some coupe, original black finish well maintained, brand new hood just fitted and the whole appearance of the car most attractive; guaranteed and strongly recommended.

£585!!!—Lancaster 4-door saloon, first delivered and registered 18/2/48, one change of ownership only, full mechanical overhaul by distributors March this year, excellent condition.

£585!!!—Typhoon sports saloon, 1948, later registration than above and a genuine one-owner car, maroon with leather interior to tone.

£895!!!—Whitley 4-light saloon, 1951, fitted 1953 model radio, heater, screenwash, etc., chauffeur driven and maintained, immaculate and in practically faultless order.

£1075!!!—Whitley saloon, 1952, condition virtually indistinguishable from new.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£295!!!—The finest Armstrong 16 saloon de luxe we have had, look at the bodywork, it's just as though it left the Motor Show, look at the leather work, it smells brand new, drive it, it's magnificent; choice also 3 other Armstrong 14s from £265; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley, Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Armstrong Siddeley Lancaster saloon, 4-door, finished in unmarked black with maroon leather interior, fitted many extras, taxed for the year, mechanically in really excellent condition, fitted brand new Oldham heavy duty battery, fitted new loose covers, a most superb specimen; £550.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

LIMOUSINE, 18hp 1951, partition, forward occasionals, black, mileage 9,000, privately owned, £1120.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GUY SALMON AUTOMOBILES.

PURCHASE Armstrong Siddeley.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [W4001

ARMSTRONG in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0762

MARETON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham N.15. [0183/R

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585/R

7-SEATER privately owned 1938/39 Limousines required also 18hp 1951/52—cash waiting. A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service

BIRMINGHAM joint distributors, spare parts from 1952.—Frank Moseley (A.S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0648

HOLYES, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7 [0602/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141 [0760/R

ASTON MARTIN

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BROOKLANDS, Aston Martin Distributors.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1953 Aston Martin DB2, Vantage engine, 4,500 miles, as new.—Tel. Kingston, Surrey, 4451 (day). [6011

BARTLETT.—Aston Martin 1939 Series 2-litre drop head coupe, completely overhauled by world-famous engineer; £450.—27a, Pembridge Villas, W.11. [C1015

MARK II short chassis, constructed by makers to special order with 2-seater coachwork incorporating enclosed luggage space, disappearing hood, special upholstery, extra instruments, including built-in compass, time date clock, special exhaust system with larger diameter plated pipes, telecontrol shockers, larger fuel tank with twin quick-filler caps and many other features which make this car outstanding, red with beige unpleated upholstery, all chrome excellent, very good tyres and original red leather, covered side curtains as well as normal aero screens a unique specimen of the marque; £395.

CHARACTER CARS, Wellesley Court Rd., East Croydon, Cro. 2555. [C1044

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

REQUIRED immediately, good pre-war or D.B.2 Aston Martin.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

HILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [W2062

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0196/R

AUSTIN SEVEN

1936 Austin 7 saloon, exceptional condition; £130. Newberry Cars, Muswell Hill, N.10. Tudor 3394. [5992

1938 Austin Big 7 saloon, 4-door, recellulosed; £150.—Bedford Motor Works, Ltd., 85/87, Dulwich Rd., London, S.E.24. Brixton 4242. [5959

AUSTIN Seven Nippy, excellent, nearest £150; taxed year, insured May; lavishly equipped.—Evans, 40, Queen's Rd., Basingstoke. [5709

NAYLOR & ROOT.—1953 Austin 7 A30 saloon, green/beige, heater (reg. June, 1953), 800 miles only; £625, written guarantee.—25 East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

125 gns.—Austin 7 1936 opal 2-seater, black, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer:—1937 Austin 7 2-seater, original, £135; 1938 Austin Big 7 4-door saloon, £150; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

1953 (June) Austin A30 saloon, black with red, 200 miles, heater, licensed year; £620.—Box 8489. [5850

£595 —Austin A30 saloon, 6 months old, 4,900 miles, fitted heater and taxed, blue, new condition.—Tel. North Luffenham 242, ext. 87 before 5. L. A. Dann. [5680

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1939 Austin 8 saloon, post-war type, sound; £245. —47 Oxhawth Cres., Bromley. [5725

AUSTIN 8 saloon, 1942, exc. condition; £260 o.n.o.; terms arranged.—59, Cadogan Lane, S.W.1. Slo. 4126. [6019

1947 Austin 8 4-door de luxe saloon, one owner; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

£395 —Austin 8 1947 Martin Walter 4/6-str. utility, very attractive, well kept, good tyres, small mileage; choice 2.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

1940 Austin 8 4-door saloon, good condition; £245. —Newberry Cars, Muswell Hill, N.10. Tudor 3394. [5993

£385 —1947 (September) Austin 8 4-door saloon, very carefully used, brown with black leather upholstery; terms, exchanges.—G. B. Hall, Ltd., 302, King St., Hammersmith, W.6.—Riverside 2881. [C2051

Austin Eight Cars Wanted

REALLY good second-hand Austin 8 required.—Cobb, 30, Harley House, N.W.1. [W1066

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212 [0952/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

DICKS.

1940 Austin 10 saloon, same as post-war, a bargain; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10 saloon, black with brown upholstery, recorded mileage 21,000; £465.

836 -842, High Rd., N.12. Hillside 0024. [C2027

1937 Austin 10 Cambridge saloon, grey, with grey leather; £260.—Below.

1938 Austin 10 Cambridge saloon, black, with brown leather; £260.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1947 Austin 10 saloon, black, radio, covers, nice condition; £415. Ora. 2547.

1939 Austin 10 saloon; £295.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [5975

1951 Austin 10 sports saloon, cream, mileage 9,000, excellent condition; £575.—Evans Motors, Ltd., 4-5-6 and 7, Priory St., Carmarthen. [5655

1935 (Sept.) open 2-str., really exceptional condition; £195.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£195 —1937 (June) Austin 10 Cambridge de luxe saloon, excellent runner, highly recommended; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

165 gns.—Austin 10 1937 Cambridge saloon, black, brown leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer:—1937 Austin 10 Cambridge saloon, £265; also Austin 10 2-seater, £115; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1946 (August) Austin 10 de luxe sun saloon, genuine 30,000 miles only, finished black, brown leather, absolutely unmarked, taxed December, £425; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3016

CAMBRIDGE Austin Special, fully streamlined 2-seater supercharged sports/racing type competition car, which embraces all latest modifications, has only just been completed and is suitable for road or competition, being fully equipped, taxed for year and is open to sensible offers; seen during business hours.—Cambridge Engineering, Cambridge Rd., Kew Green, Surrey. Tel. Richmond 2126. [6012

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0955/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GOOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 39, College Crescent, N.W.3. Pri. 5914. [W4006

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1951/52 A40 Devon saloon, radio, heater, 14,000 miles; £665.

1950/51 Austin A40 Devon saloon, radio, heater, 15,000 miles; £615.

1952 Austin A40 sports saloon, heater, 15,000 miles; £715.

1949 Austin A40 Devon saloon, radio, heater, guaranteed; £525.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

ELITE MOTORS offer:—

1952 Austin A40, steering column gear change, dark green with brown leather interior, heater, one owner, speedometer reading 10,000 miles, undoubtedly genuine, the whole car as new; £675.

1949 Austin A40 Devon sun saloon, radio, heater and spotlamp, blue/brown, amazing original condition, moderate mileage, one owner; £575.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

H. A. SAUNDERS, Ltd., of Worcester.

1953 Austin A40 Countryman, green with brown leather, 3,000 miles only; £695.

AUSTIN House, Castle St., Worcester. Tel. 2568. [C4005

J. DAVY, Western 9641 and Kensington 1108.

4000 miles, A40 Somerset, as new; £775.

180/2 Kensington High St. and 215, Brompton Rd., S.W.3. [C1069

J. DAVY, Western 9641 and Kensington 1108.

£615 —1951 A40 Devon sun saloon, heater, one owner.

180/2 Kensington High St. and 215, Brompton Rd., S.W.3. [C1069

1950 A40 Devon saloon, 14,900 miles, one owner; £575.

1950 A40 Countryman, one owner; £500.—Cogger & Hawkins, Ltd., Walton St., Aylesbury. [5739

1953 (June) Somerset A40, 700 miles, carefully used; £785.—Box 8478. [5795

£650 —Austin A40 saloon G.S.3 model, 1951, black, heater, steering column gear change.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

AUSTIN A40

1951 saloon, heater, loose covers, fog lamp, exceptionally well maintained; £645.—Below.

1949 A40 S/R saloon, radio, heater; £525.—R. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 Somerset, 13,000 miles only, as new; £735.—Kar Sales of Egham, Egham 3152. [C2056A

1951 Austin A40, excellent condition; £615.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

SPORTS Austin A40, Feb. 1953, 3,000 miles, cost £915, sacrifice, £765 guaranteed.—J. R. Inwards, Ltd., High St., Ruislip 5033/4/5. [5995

1952 (October) A40 Somerset, 3,000 miles, heater, radio, blue, private sale; £750.—Haddleton, 36, Stanway Rd., Shirley, Birmingham. [5905

1952 Austin A40 Estate conversion, green, 6,000 miles, rimbellishers, unblemished; £480.—Caseby, 154, Liverpool Rd., Birkdale, Lancs. [5814

1949 A40 de luxe saloon, excellent condition throughout; £510.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1952 (Sept.) Austin A40 Somerset, heater, radio, perfect condition; £700.—Apply by letter in first instance to 46, Park Drive, Upminster, Essex. [5635

GUY ALFREDS & Co., Ltd.—1953 Austin A40 drop head foursome, 300 miles, heater, licensed, factory condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Austin A40 Countryman, one owner, exceptional condition; £565.—E. J. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261-2. [C3067

CONVERTIBLE Austin A40 5/6-str., June 1952, 14,000, cost £1,252, grey; £865, guaranteed.—J. R. Inwards, Ltd., High St., Ruislip 5033/4/5. [5994

1953 Austin A40 drop head coupe, fitted heater, grey, works mileage only; £800.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1952 Austin A40 Somerset, small mileage, in super condition, black, brown leather, heater, spare unused, taxed; £725.—Logadon's, Royston, Herts. Tel. 2281. [5957

1950 model A40 4-door saloon, radio, heater, one owner, reconditioned engine, excellent, guaranteed; £550.—Kings Motors, 1, High St., Hounslow. Tel. 3552. [C2049

1950 export model A40 (R.H.D.), dark green with brown upholstery, heater, and fog lamp, one owner; £595.—Flight Lieutenant Rigg, R.A.E., Farnborough. Tel. 1505. [5649

1951 Austin A40 sunshine saloon, one owner, mileage 26,000, attractive coachwork, spotless interior, faultless mechanically; exceptional value, 549gns.; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [5966

625 gns.—Austin A40 (Sept., 1951) Devon saloon, grey, brown leather, steering column gear change, heater, one owner, 10,500 miles, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (Jan.) Austin A40 Somerset saloon, guaranteed 4,000 miles only, one private owner, dark grey, leather upholstery, H.M.V. radio, heater, loose covers, taxed December, as brand new, trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C5018

1952 Austin A40 Devon saloon, steering column gear change, radio, heater, a really immaculate one-owner car, finished green with brown leather, maintained by us since new, thoroughly recommended with written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

Austin A40 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0951/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES RICKARDS, Ltd., urgently require

1949—1953 cars.

56, Bayswater Rd., W.2. (Next door to Lancaster Gate Tube.) Pad. 1820. [W5060

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

£700 cash waiting for best A40 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

C. A. PETO, Ltd., 42, North Audley St., W.1 wish to purchase immediately late model Austin A40.—May 3051. [W5049

WHY accept less for your A40 saloon (1949/1950 preferred) when you get its full market value, subject to inspection from—Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2004

AUSTIN TWELVE

1939 Austin 12 saloon; £325.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [5976

£325 !!! 1939 Austin 12/4 saloon de luxe, just completed £100 overhaul, engine not yet run in, 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Twelve Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

CNK MOTORS wish to purchase Austin 12 Ascot from private owner.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

AUSTIN SIXTEEN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1948 Austin 16 de luxe saloon, original black cellulose, leather interior as new, chauffeur driven and maintained, low mileage, fitted heater; choice of 3 others from 46gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

RUSSELL MOTORS offer:—

DEC. (1947) Austin 16 saloon de luxe, 38,000 miles, black with brown leather, fitted heater.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

GEORGE HARTWELL, Ltd., offer:—

1946 (Aug.) Austin 16 saloon, black-brown leather, heater, very sound car, taxed Dec.; £415, hire purchase; part exchange.

35—41 Holderhurst Rd., Bournemouth. Tel. 4161. [5369

£145.—1938 Austin 16 saloon, black, good runner, bargain.—Haveratock Garage, Gulliver 2422. [6002

1949 Austin 16 saloon, meticulously maintained.—Durngate Garage, Winchester. Tel. Winchester 2955. [C1010

1948 Austin 16, black, brown leather, one careful owner; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C5014

1949 model Austin 16 saloon, black with brown leather upholstery, taxed for year.—Hamtune Motor, Ltd., 39, Sheep St., Northampton. Tel. 3616. [5940

1948 Austin 16, one owner, black, with brown upholstery; £495.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

NAYLOR & ROOT.—1949 Austin 16 de luxe saloon, black/brown hide, sun roof, heater; £495; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

£545.—1949 Austin 16, 27,000 miles, one owner, kept in new condition; terms, exchange.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881.

£475.—1947-8 Austin 16, immaculate condition; bargain.—O.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1947 Austin 16 saloon, black/brown leather, excellent throughout; £465.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer/Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0955/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR LIMOUSINES required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A70 Hereford saloon, radio, heater, 15,00 miles; £725.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

CAR MART, Ltd.

LONDON Distributors

1953 Austin A90 Atlantic saloon, heater, 2,000 miles; £925.

1953 Austin A90 Atlantic saloon, new, shop-soiled, radio, heater; £985.

1950 Austin A90 Atlantic convertible, radio, heater, 18,000 miles; £675.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1

DAGENHAM MOTORS, Ltd., offer the following car:—

1950 Austin A70, black, brown hide; £585.

56 Park Lane, W.1, Regent 4866; 574, Ealing Rd., Alperton, Middx., Perivale 5388; and 6, 8 and 12 Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

AUSTIN A70 & A90

SCOTT CARS offer:—

1951 A90 saloon, radio, heater, perfect; £715.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

SAUL & SLATTER offer:—

1950 Austin A90 electric convertible coupe, in ivory, immaculate condition throughout; £625.

44/46 Aldermans Hill, N.13. Tel. Palmers Green 5631-2-3. [C4002

B. J. HUNTER, Ltd., offer:—

1950 Austin A90 coupe, all extras, radio, heater, etc.; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CLANFIELD LAWRENCE offer:—

1951 Austin A90 saloon, black/red, one owner, all extras, exceptional throughout; £750.—407, High Rd., N.12. Finchley 0091. [C2053

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008

WANSTEAD MOTORS, Ltd., offer:—

1950 A70, black with grey leather, radio and heater, 27,000 miles; £595.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000. [C4042

1953 one-week-old Austin A70 Hereford saloon.—Weybridge 600. [C4023

1950 Austin A70 saloon, sun roof, heater; £595.—Silver Street Motors, Taunton 5060. [5891

1953 (June) Austin A90 saloon, works mileage, black/beige, radio and heater, £995; also

1951 A90 saloon, 15,000 miles, one owner, heater, spare unused; £765.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1952 A70 f.h. saloon, genuine 2,800 miles, as new; £825.—Hillingdon Motors. Tel. Uxbridge 412. [C2062

£745.—1951 Austin A70 Hereford saloon, blue/blue upholstery, recorded mileage 12,000, with heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 Austin A90 saloon, black, excellent condition, £675.—Taylor, 4, Cromwell Rd., Chesterfield 2247—9 to 5. [5839

1951 (July) Austin A90 saloon, in exceptional condition, black, red leather, as new throughout, 17,000 miles; £725.—Box 8441. [5757

JACK ROSE, Ltd.—1951 A90 Atlantic saloon, one owner, 24,000 miles, very clean; £675.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £675.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 Austin A70, 11,000 miles black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1952 Austin A70, one owner, 10,000 miles, fawn, brown leather, excellent order throughout; £775.—Haskins, Ladbroke 1155. [C5027

1951 Austin A90 Atlantic saloon, one owner, 21,000 miles only, radio and heater, superb condition; 3 months' guarantee; £695.

C & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1950 Austin A70, one owner, 20,000 genuine miles, quite unmarked, any examination; £625.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1950 (Nov.) A70 saloon, black, heater, genuine mileage 19,000, one owner, excellent condition; £625.—24, Blakesware Gdns., London, N.9. Lab. 2953. [5684

1951 (Nov.) Austin Atlantic saloon, black/beige leather; £775.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [5595

1952 series Austin Hereford saloon, genuine 5,000 miles only, one private owner, finished black, brown leather, tailored loose covers, spot lamp, taxed December.

MOTORISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2501-2. [C3014

A70 16hp Deck, brand new, fullest equipment, immediate delivery, £1460. Seen:—Alpe & Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. [5777

£500.—1949 export model A.70 Hampshire saloon, black, brown upholstery, radio, heater, near new tyres, mileage under 36,000, excellent condition throughout, one private owner.—Box 6518. [6023

8000 miles.—1950 A70 Hampshire saloon, sun roof, radio, heater, exceptional condition; £695.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

£635!!!—1950 (Feb.) Austin A90 Atlantic drop head foursome coupe, electric hood and window lifts, heater, radio, Telecontrol shock absorbers, bronze/red leather, a nice car all-round, moderate mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROSE & YOUNG, Ltd., offer 1952 Austin A90 Atlantic saloon, 8,000 miles, fitted radio, immaculate condition, black; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

6300 miles!!!—Unconditionally guaranteed, A70 Hereford saloon, heater, absolutely indistinguishable from brand new, unique opportunity to obtain virtually new car; exceptional value, 719gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [4964

1950 (Nov.) Austin A70 Hampshire, finished blue, one owner, under 8,000 miles genuine, heater, radio, seat covers, link mats, spare unused, tyres, interior and mechanical condition perfect; £645; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

Austin A70 and A90 Cars Wanted

£750 cash waiting for best A70 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1.

TELEPHONE: Euston 1212 [0955/R

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

PRIVATELY owned A70/90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2786. [W2027

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

£275.—Austin 18 7-passenger York saloon, July, 1952.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2055

CASE'S MOTOR MART.—1958 Austin 18 7-passenger saloon, black, immaculate; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

AUSTIN 18 limousine, 1938 Iver partitioned, full 7-seater in fine condition, good tyres, recently overhauled and recellulosed, only 350gns; York '36 model, like description, for 200gns; several alternatives in other makes or other Austin models.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Open late and week-ends. (Uplands 4812.) [C1041

£495!!!—Austin 18 Iver limousine, although of 1939 manufacture the condition of this car can be favourably compared with 1947 or 1948 models, coachwork excellently maintained, rich tan leather interior front and rear showing very little signs of appreciable wear, all chrome fittings highly polished and unmarked, mechanically the car is as good as its appearance would suggest, wide face forwards division, excellent set of Dunlop heavy-duty tyres.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

7-PASSENGER Windsor black Saloon, brown leather, privately owned, 41,000, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. A. & S., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN TWENTY-EIGHT

1939 Austin Ranelagh 7-passenger double-enclosed limousine, perfect condition; £495.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1939 Austin Ranelagh 7-seater black limousine, 28hp, moderate mileage, very good order mechanically; offers.—Rimes, Burton St., Peterborough 2053. [5805

AUSTIN A125 & A135

ACRES offer:—

1950 Austin Sheerline saloon, black, heater, radio as brand new; £875.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A125 Sheerline saloon, 600 miles; £1,195.

1949/50 Austin A125 Sheerline saloon, guaranteed; £795.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

CAR MART, Ltd.

LONDON Distributors.

1951/52 Austin A135 Princess touring limousine, 12,000 miles; £1,395.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1

NEWNHAMS, Ltd.

AUSTIN Sheerline saloon, grey, registered March, 1953, mileage 2,750, several extras.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

TOM GARNER, Ltd. offer:

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,650.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

TOM GARNER, Ltd., offer:

1952 Austin A135 Princess saloon, black with brown leather, 11,000 miles; £1,545.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon black with beige upholstery, radio and heater, recorded mileage 9,800; £1,045.

836-842, High Rd., N.12. Hillside 0024. [C2027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

1952 Austin Sheerline saloon, 1,900 miles; £1,395.

1951 Austin Sheerline saloon; £1,085.

1950 Sheerline saloon; £915.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1953 Sheerline saloon, black, with radio, mileage 2,200; £1,550.

1953 Sheerline saloon, grey, mileage 250; £1,625.—Evans Motors, Ltd., 4-5-6 and 7, Priory St., Carmarthen. [5654

1950 Austin Sheerline saloon, grey, one owner, low mileage, radio, heater; £875.

GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Euston 4466. [C3025

1949 Sheerline, black/beige, radio, heater, one owner; £725.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C2057

1951 Austin Princess saloon, radio, heater, etc., 8,500 miles.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1949 Austin Princess saloon, black, really immaculate throughout; £945.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1949 Austin Sheerline saloon, black, beige leather upholstery, radio and heater, in very good general condition; £775.—Imperial Motor Mart, Royal Crescent, Cheltenham. Tel. 2065. [6017

1950 Austin Sheerline saloon, black, beige leather upholstery, radio, heater, first-class condition throughout; £875.—Mayfair Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1952 (November) Austin Sheerline saloon, one owner, 8,000 miles only, black, beige leather radio, heater, etc., unmarked throughout; £1,195; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. 633. [5999

£975!!!—1951 series Austin Sheerline de luxe saloon, fitted radio, heater, etc., speedometer reads 8,000 miles but whole vehicle so new looking one might think it was brand new, cost nearly £2,000 barely two years ago; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

975 gns.—Austin Sheerline 1951 series saloon, black, sliding head, fawn leather, radio, one careful owner, small mileage, unworn tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

LIMOUSINE Sheerline, 1951/52, partition, forward occasionals, heater, radio, mileage 16,000, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0352/R

PRIVATELY owned Sheerline.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN MISCELLANEOUS

AUSTINS, Austins, Austins.

A VARIETY of 1938-1951 cars always available; h.p. terms; immediate delivery.

ALL makes of cars required by

ALLWEATHER MOTOR Co., High St., Edgware 5610. [4582

AUSTIN 7-seater, 1936 model, good condition; £200; spare engine, other spares.—Box 8417. [5708

ARCHIE SIMONS & Co., Ltd.—1950 Austin Sheerline, colour black, beige hide upholstery, fitted heater and radio and attractive loose covers, in immaculate condition throughout; £845.

1953 (July) A40 Somerset coupe, colour grey, upholstery to match, under 300 miles, absolutely as new; £775.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

AUSTIN HIRE CAR WANTED

WANTED, Austin hire cars.—Uplands 4874. [5958

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Austin cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

AUSTINS wanted.—Smith's, 68, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

AUSTIN wanted, in good condition for cash.—Valentine 2098 and 4674. [W2018

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2269. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 253. [0541/R

Austin Spares and Service

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0229

THE CAR MART, Ltd.,

LONDON distributors: spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3289/3769. [0446/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

FARNHAM, Surrey.—All Austin spares from 1932 onwards; engines a speciality.—For the finest service available contact Swain & Jones, Ltd., Main Parts Stockists, Farnham 6201. [0968/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2, Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4¼-litre)

JB

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1948 standard saloon, painted maroon with beige leather upholstery, mileage 25,000, price £2,500.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C2062

HROH

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Bentley 4.6 sports saloon, large boot, black with tan hide, 4,000 miles; £4,500.

1952 Bentley 4.6 standard steel saloon, black and silver, grey with grey hide, 16,000 miles; £3,650.

1951 Bentley 4.6 standard steel saloon, black and grey with grey hide, 16,000 miles; £3,550.

1951 Bentley Mark VI standard steel saloon, 2-tone grey with maroon hide, 56,000 miles; £3,150.

1950 Bentley Mark VI standard steel saloon, black and beige with beige hide, 20,000 miles; £2,950.

1949 Bentley Mark VI standard steel saloon, 2-tone grey with maroon hide, 46,000 miles; £2,595.

1948 Bentley Mark VI standard steel saloon, black with beige hide, recent overhaul; £2,250.

1947 Bentley Mark VI standard steel saloon, black with fawn hide, 48,000 miles; £2,195.

1951 Bentley Mark VI James Young sports saloon, black and grey with pale blue hide; £4,950.

1950 Bentley Mark VI Mulliner lightweight sports saloon, Oxford and Cambridge blue with blue hide; £4,950.

1949 Bentley Mark VI Park Ward d.h.c., power operated, black with light brown hide, 10,000 miles; £3,650.

1948 Bentley Mark VI Freestone and Webb sports saloon, black with brown hide, 40,000 miles; £2,950.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032

RIPPON

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley specialists

HAVE a very fine selection of post-war Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

SCOTT CARS offer:—

1947 Bentley standard steel saloon, in outstanding condition.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

TAYLOR & CRAWLEY offer:—

1937 Bentley 4¼-litre sports saloon by Park Ward, magnificent history and superb condition throughout; £1,135.

1938 Bentley p.a.c. saloon with '49 body modifications, chromium moulding and spats, unusually bright car; £2,175.

48 Kensington Court, W.8. Western 6015. [C4056

BENTLEY (3½, 4¼-litre and New 4¼-litre)

PADDON BROS., offer:—

1938 delivery 4¼-litre Bentley (L.B. series) Vanden Plas pillarless sports saloon, black, beige leather, heater, taxed.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5055

METCALFE & MUNDY, Ltd.

ROLLS-BENTLEY 3½-litre (July, 1935), very attractive 4-door saloon by Charlesworth, recellulosed in black and French grey, all chromium plate renovated, disc wheels, a very elegant car with a good history; £795.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3084

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork; also the following selection of used Bentleys:—

1952 (July) 4¼-litre large bore standard saloon, velvet green, one owner, 15,500 miles.

1951 (June) 4¼-litre standard saloon, black, one owner, 28,000 miles.

1951 (April) 4¼-litre standard saloon, black with brown leather, 17,000 miles, one owner.

1950 2-door saloon by Park Ward, 25,000 miles.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3050

SWANMORE GARAGE offer:—

4½-litre Bentley Mk. VI saloon (Oct., 1951), 12,000 miles, dual tone silver.

1951 Bentley Mk. VI 4¼ saloon, 20,000 miles, black, beautifully maintained.

1948 Bentley Mk. VI 4¼ saloon, dual tone silver, looks like 1952 car.

1948 Bentley Mk. VI 4¼ saloon by James Young.

1946 Bentley Mk. VI 4¼ saloon by H. J. Mulliner.

1936 Bentley 3½-litre saloon by Wm. Arnold.

1935 Bentley 3½-litre saloon by Park Ward, complete history; exchanges or terms e pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

ROSE & YOUNG, Ltd., offer:—

1950 Bentley Mark VI standard steel saloon, 25,000 miles only, H.M.V. radio, immaculate, black; £2,795.

1948 Bentley Mark VI standard steel saloon, 36,000 miles only, radio, immaculate; £2,395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

MANN EGERTON & Co., Ltd., offer:—

1951 Bentley Mk. VI steel saloon, finished special colour scheme of grey and dark green with grey leather upholstery, indistinguishable from new and in first-class order throughout, mileage 29,000; £3,250.

14, Berkeley St., London, W.1. Hyde Park 2075. [C2006

3½-litre Bentley Park Ward drop head coupe in really first-class order.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C5017

1950 Bentley Mk. VI, black, standard, 29,000 miles, £2,950.—Box 8014. [4789

BARTLETT.—Bentley 1934 Park Ward saloon, excellent condition; £495.—27a, Pembridge Villas, W.11. [C1015

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Repairers and Retailers, offer the following selection of guaranteed cars:—

1952 Bentley Mk. VI big bore standard steel saloon, black, 11,000 miles only; this car was supplied new by us has been chauffeur maintained and is in superb order in every respect; £5,750.

1949 Bentley Mark VI, fitted magnificent 4-door saloon by H. J. Mulliner, black, with grey hide, beautiful car with excellent history; £2,650.

1948 (August) Bentley Mk. VI standard steel saloon, most attractively painted, black with grey panels, genuine mileage 57,000 miles; this car has been very carefully kept and is in exceptional condition throughout; £2,475.

OFFICIAL retailers and repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE works and stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

BENTLEY 3½-litre 1934 4-door Park Ward saloon, grey, £385 spent recently; £680.—Thomas, Talbots, Sandepiatt Rd., Maidenhead. [5998

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5361

1937 Bentley Park Ward saloon, black and cream, excellent condition, maintained by Bentley distributors; nearest offer £1,000.—Write Box 8522. [6041

1934 James Young 4-door sports saloon, black, brown leather, two owners, heater, screen-spray, recent makers' overhaul; £585.—Hawley, 8, Bank St., Lincoln. [5800

1951 Mark V Bentley standard steel saloon, colour grey, 23,000 miles, always maintained and serviced by makers, one owner, £3,250.—Brew Bros., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5353. [C1085

1951 (November) Park Ward 4.6-litre electrically operated 4-5-seater drop head coupe, ivory with maroon hide, 15,000 miles only, in immaculate condition, bonnet locks, radio, etc., one owner.

P. J. EVANS, Ltd., Bentley Special Retailers, John Bright St., Birmingham. Midland 2911. [5959

1953 Bentley steel saloon, big bore engine, big boot, under 4,000 miles, finished silver with maroon hide interior, exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C2064

SNIP.—Private owned 1950 Bentley Mk. VI p.a.c. sun saloon, condition out absolutely beautiful, interior ditto, chauffeur driven, mechanically just thoroughly checked throughout by agents and all necessary work carried out plus engine mods., tyres as new, spare unused, beyond heater and wireless, etc., extras: 2 special fog lamps and mirrors, colour black, interior powder blue hide, dark blue mats; the purchaser of this car will not have to dig into his pocket for any further expense, genuine snip, £2,645.—Tel. Bat. 0788, A.U., 571, Earlsfield Rd., S.W.18. [5956

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

1952 Bentley steel saloon, 12,000 miles, immaculate condition; exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C2064

1950 (May) Bentley Mk. VI standard steel saloon, grey, radio and heater; £2,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: 6199. [C3037

1948 standard steel saloon Bentley Mk. VI, silver grey blue leather, very carefully used and maintained, for sale shortly on completion of thorough check-over by makers.—Robertsbridge Garage, Ltd., 10, High St., Robertsbridge, Sussex. [5856

SPORTS 4-door 3½-litre H.J.M. Saloon, leather, boot, £500 Bentley overhaul, exceptionally attractive, £645.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

1923 Bentley 3-litre tourer, in excellent condition throughout; £195; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

BENTLEY Speed Six sports tourer, October, 1929, ex Davidge Pitts, British racing green, fast and in faultless condition; £525.—F/O. Marks, R.A.F., Hawarden, Chester. [5721

Bentley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GUY SALMON AUTOMOBILES

PURCHASE Bentley.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [W4001

SEE "Exchange."—Lewis Motors, Gerrards Cross. [9067

WANTED, crashed or damaged post-war Bentley.—Box 1504. [5917

BARTLETT.—Bentley saloon 1934/36 urgently required.—27a, Pembridge Villas, W.11. [W1015

BENTLEY Mark VI wanted, preferably under 50,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4242. [W2064

LATE model 52/53 low mileage wanted by private buyer; state colour, price, and full partics.—Box 8591. [5679

PERFORMANCE CARS urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W5041

1934 Bentley 3½-litre drop head coupe in good order at reasonable price.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

1936 9 Bentley required, genuine history and photograph; letters only to—Jones, Langham House, Stafford Rd., Wallington, Surrey. [W5020

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0557/R

WYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys.—Tel. Weybridge 253. [0540/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030

H. F. EDWARDS urgently require good Bentley for immediate cash; distance no object.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

WANTED for immediate purchase, 1951/2 large or small bore Bentley standard steel saloon, must be of low mileage.—Full particulars to R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 5431-2. [W3011

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [R1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 5362. [0490/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [R5030/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [1046

£495.—B.M.W. type 320 (June, 1940) d/h fourseats, superb performance and appearance, Bristol type radiator, tyres as new; also 1937, £298.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5064-7. (50yds Holland Park Tube.) Exchanges, n.p. [C1017

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

H. R. MARTINDALE, Ltd.,

BRISTOL distributors for Yorkshire, offer:—

1952 401 saloon, finished in green, with beige leather, fitted radio and heater, late property of fastidious owner; £2,100.

1950 late 401 saloon, finished in Cambridge grey, with radio and heater, recent complete overhaul; £1,675.

1948 late 400 saloon, light green, with radio and heater, 5,000 miles since overhauled by manufacturers; £1,075.

TEL. 20114. 14, Harrison St., Briggate, Leeds, 1. [5954

ANTHONY CROOK offers:—

403 new from stock.

401 new from stock.

LARGE selection of used 400 and 401; send for list.

ANY make of used cars in exchange; all spares in stock; specially equipped works and Bristol-trained staff.

ANTHONY CROOK MOTORS, leading distributors of Bristol cars since their inception.—Caterham Hill, Surrey. Tel. 2232-3. [C1063

FRAZER-NASH CARS offer:—

1953 401 saloon, blue, beige leather.

1948 type 400, black, beige leather, recently overhauled; £975, or if recellulosed £1,025.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou. 0011.) [C2015

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

SLOCOMBES, Ltd., Willesden 4869.

WE take pleasure in offering 1952 Bristol 401 saloon at 6,000 miles, in green with beige interior and many extras; £2,275.

A.A., R.A.C. inspection welcomed; part exchange and hire purchase terms with pleasure.

WE close at 7.30 p.m. (Saturdays 6 p.m.).—Write, call or telephone, Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

1952 Bristol 401 saloon, 6,000 miles only; £2,195.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2, offer:—

1949 Bristol 400 saloon, black, beige leather, radio, in superb order; £1,075. [C1001

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1951 Bristol 401, 16,000 miles, col. red; £1,795.—Clayton's Cars (London) Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1952 (July) Bristol 401 saloon, 10,000 miles only, green, faultless condition, radio, heater, taxed; £2,150.—Philip Foster, 106, High St., Uxbridge. Tel. 1202. [5929

ROSE & YOUNG, Ltd., offer 1952 Bristol 401 saloon, 4,000 miles only, as new, radio, black; £2,150.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

BRISTOL type 400, 1946, black with beige leather upholstery, recent works overhaul, H.M.V. radio, heater, in excellent condition throughout; £995.—Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [5436

Bristol Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1015

LOW mileage Bristol 400 saloon wanted privately.—55, Broadwalk, E.18. Wanstead 2688. [5850

REQUIRED immediately, good Bristol.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

BRITISH SALMSON

£165—1935 series British Salmson open sports 4-seater, a very pleasant quality car; £75 down.—180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

B.S.A.

1938 coupe B.S.A. 9.9hp., f.w.d.; £130.—Whitehall 7525. Mrs. Campbell. [5900

BSA Scout 1936 4-seater tourer, engine reconditioned and not run in (bill available); £135.—Primrose 6159. [5947

1938 B.S.A. 4-seater sports tourer, 10hp, well maintained; £155 or part ex. caravan.—Auto Engineering, Willsons Rd., Ramsgate. [5776

£165!!! 1938 model B.S.A. 10hp front-wheel-drive sportsman's coupe, black, red leather, very good runner with astonishing performance for its modest horse power.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

BUGATTI type 57s, two for disposal, 110 mph drop head coupe and International 4-seater, £1,050 and £975.—J. Lemon Burton, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0828/R

BUGATTI 8-cyl. 3-litre 1928 2-seater body Corsica, engine and chassis checked by northern Bugwizard Hamblin; any trial and inspection, week-ends.—Fawcett, Ashleigh, Ossett. [5820

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

CHARLES FOLLETT, Ltd., offer:—

1951 Buick super 4-door saloon, right-hand drive, black and silver, loose covers, radio, heater, etc., 10,800 miles, really magnificent condition.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE works and stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1939 Buick foursome coupe by Carlton, first registered July, 1940, one owner, 12,500 miles; £675.—J. Fricker, Ltd., Park 5077. [C2016

1939 Buick 51hp Super 8, not used war period, excellent condition; £360.—Wren, 26, Southwood Ave., Highgate, Mount. 5774. [6029

£445!!! Buick Super Eight Pullman eight-seater limousine, 1939 series R.O. with steering column gear change, winding division, extra wide occasionals, sumptuously equipped, excellent suspension, which gives passengers and driver alike a really smooth super-luxurious ride, very good tyres, a most impressive looking car.

1949 model Buick Super Eight series 50 four-door six-seater saloon, literally as brand new throughout, genuine low mileage, post-war model, luxuriously equipped, radio, heater, traffic winkers, defroster, demister, American seat covers.

£395!!! Buick Super Eight Pullman limousine, 1938, this car is not an off-colour high mileage ex-hire vehicle but a privately owned Pullman in original and very genuine condition throughout, mechanical order is particularly outstanding due to regular servicing at Buick concessionaires, widest occasionals, winding division, rimbellishers, etc.

£385!!! Late 1939 Buick Super Eight drop head coupe, right-hand drive, Fisher bodywork with real leather interior, chromed rimbellishers, built-in heater, gears on steering column, dual air horns, twin wing mirrors, attractive appearance and most impressive road performance—also a 1939 Carlton and a 1938 Fisher drop head; write, 'phone or call for details.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Buick Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd. the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

7-SEATER private 1937/38 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

WANTED, Buick 1937 50.6hp Regal coupe, quote maker's numbers, date of first registration and lowest figure.—Box 8500. [5869

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

REPAIRS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [0219

CADILLAC

GUY SALMON AUTOMOBILES offer:—

1953 (first reg. Jan.) Cadillac model 62 golden anniversary 4-door saloon, black, grey cloth interior, fitted radio, genuine mileage 2,500, an opportunity to acquire an as new example of one of these superb cars.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

Cadillac Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac, 97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

TAYLOR & CRAWLEY, offer:—

1946 Chevrolet right-hand drive 4-door sedan, one owner, genuine 23,000 miles only, beautiful car, over 20mpg; £695.

1946 Chevrolet right-hand drive 4-door sedan, low mileage, very well kept; £595.

48, Kensington Court, W.8. Western 6015.

1951 Chevrolet Styleline 4-door de luxe saloon, r.h.d., heater, 9,000 miles; £1,595.

CHOICE of other Chevrolets usually in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHEVROLET

BARGAIN of the year, £395!!!—Chevrolet 4-door saloon (November, 1945), one owner, immaculate condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

Chevrolet Cars Wanted

JOE THOMPSON

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Ken. 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Frenmantle 5471. [C3064

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

REPAIRS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0140

CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

£215 bargain!!!—1939 Chrysler Kew 24hp saloon, steering gear change.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1937 Chrysler Richmond 27.3, Carlton body d.h.c., excellent condition, fully licensed; £250.—Lady Wright, Durley House, Burbage, Wilts. [5752

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex, 57271. [9684

CHRYSLER Specialists, repairs, spares, exchange eng.ne service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361/R

CITROEN

BM

BEVERLEY MOTORS offer with real pride:—

1946 (late) Citroen Light 15 sun saloon, black, with unmarked brown interior, the performance, roadholding and mechanical features of this model are, as is well known, second to none, in addition to which this particular car has had only two owners since new, both fastidious to a degree, we hold bills showing a virtually complete overhaul during the last two years and four new tyres just fitted, besides which the car has the following extras: Special capacity radiator to assist cooler running, thermometer gauge, concealed winter radiator blind, screen washers, Brooklands wheel, passlight, Fram oil and Vokes air cleaners, automatic reversing light, hand ignition control, electric clock, wing mirror, French wing spats and the entire car has been protected underneath with Underseal process; £460 or exchange.—Beverley Motor, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 and 2031. [C1086

CAR MART, Ltd.

1950 Citroen Light 15 saloon, guaranteed; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

CHARLES FOLLETT, Ltd., offer:—

1951 Citroen Light 15 saloon, green, beige leather, one owner, fitted many extras including two carburettors, loose covers, screenwash, oil and water temp. gauges, outstanding condition, very carefully maintained; £775.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES, offer:

1952 (August) Citroen 15, 14,000 miles, sun roof, as new; £775.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

OUR stock is constantly changing, and usually includes a choice of Light 15hp and 6-cyl. models; officially appointed Citroen agents; new Light and Big 15s from stock; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4734

1948 Citroen Light 15, exceptional condition; £495.—Kar Sales of Egham. Egham 3132. [C2056A

1948 15hp French model Citroen, r.h.d., 4-speed gear box, leather upholstery, taxed year; £495.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C4057

1950 (Jan.) Citroen, Light 15, maroon, red leather, 26,000 miles, immaculate condition; £600.—Cripsey's Motors, 84, Manchester St., Cleethorpes. 61608. [C031

CITROEN

1949 Light 15 saloon, 35,000 miles, excellent condition; £545.—Mansfield Autos, Ltd., Euston 2587. [C3001

1938 Citroen, f.w.d., engine recond., 35mpg., insured; £205.—103, St. Georges Drive, Carpenders Park, Watford. [5910

1938 Citroen super modern 12 saloon, guaranteed; £275; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1951 (Oct.) Citroen Light 15, sun roof saloon, 6,000 miles, one owner, black, red leather, heater, in brand new condition; £795.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

16000 miles.—Light 15, 1950, extremely smart, mechanically superb; £665.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1949 Citroen 6cyl sports saloon, black, in superb condition; £685.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4571. Showroom: 6199. [C3057

1938 Citroen 12 saloon, black, red leather, spotless interior, 100% mechanical condition, radio, windtones, etc.; £225 or near.—Cutler, Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [5760

1939 Citroen 12 saloon, black, impressive performance and appearance, excellent value at £315; demonstration gladly arranged.—Kenny, "Ad Libitum" Caravan, Hindhead, Surrey. Evenings Hindhead 664. [5886

425 gns.—Citroen Light 15 1947 sports saloon, maroon, sliding head, leather, heater, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner, £820; 1946 Citroen Light 15, black with red upholstery, low mileage, taxed year, £465; 1940 Citroen 6-cylinder, black with red leather, taxed year, £450; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 668. [C2061

Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

REALLY good second-hand Citroen required.—Cobb, 30, Harley House, N.W.1. [W1086

REQUIRED immediately, good Citroen.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4035

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [W2061

H. F. EDWARDS urgently require good Citroen for immediate cash, distance no object.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc.

SHRIMPTON'S MOTORS, Ltd.—London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath. 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. [9096

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr., all spares stocked. [0585/R

CORD

DICKS.

1937 Cord drop head foursome coupe, very attractive car, gear box needs attention; bargain, £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

Cord Cars Wanted

CORD saloon or convertible wanted, fitted with supercharger, must be in good mechanical order.—Box 8521. [6058

DAIMLER

R. F. FUGGLE, Ltd.

1952 Daimler Consort, colour black, brown interior, one owner, mileage under 10,000, in every way equal to new; £1,595.

R. F. FUGGLE Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

DAIMLER

CAR MART, Ltd.

1950 Daimler 2½-litre saloon, heater, guaranteed; £850.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1058

WARWICK WRIGHT, Ltd., offer:—

1952 Daimler 2½-litre Consort saloon, heater, black, 12,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1951 Daimler 2½-litre special sports coupe, grey and blue/grey leather, 7,000 miles, quite as new; £1,575.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe (1951) duo fawn with beige leather, one owner; £1,550.

DAIMLER 2½-litre Consort (1952), black with red leather, 9,000 miles only, chauffeur kept; £1,295.

DAIMLER 2½-litre Consort (1951), black with brown leather, radio, heater; £1,150.

DAIMLER 2½-litre saloon (1949), black with brown leather, well maintained; £895.

DAIMLER 4½-litre 7-passenger limousine, dark blue and black with cloth to rear, in good condition; £450.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [C4022

H. A. SAUNDERS, Ltd., of Worcester.

1939 Daimler 2½-litre saloon, black with brown leather, completely overhauled by works in 1949; £475.

AUSTIN House, Castle St., Worcester. Tel. 2568. [C4005

DAIMLER 2½-litre saloon, registered November, 1947, heater, radio, sliding roof, one owner; £695.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3025

1952 Daimler Consort, 6,000 miles; £1,300 o.n.o.; absolutely as new.—Parker, 38, Beachlands, Pevensey Bay, Sussex. Tel. 391. [5879

1947 Daimler 2½-litre saloon, black, one owner, £675.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

4000 miles.—1951 Daimler Consort saloon, dark blue, radio, heater; £1,250.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821/2. [C5040

1951 (May) Consort saloon, black/brown, radio, heater, 2 spotlamps, guaranteed only 7,500 miles; £1,125.—Campbell Symonds, Wembley 0262. [C1057

£325.—1938 Daimler 2-litre de luxe saloon, t.f.s., post-war appearance; £110 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

JACK ROSE, Ltd.—1957 16hp Daimler 4-door saloon, reasonably clean inside and out, any examination; £275.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

DAIMLER 15hp, completely rebuilt chassis, new aluminium bonnet and wings, modern style, sprayed maroon with hand-built polished mahogany body.—Box 8508. [5946

CAMDEN MOTORS.—Daimler Consort saloon, 1951, dark blue with leather to tone, heater, screenwash, one private and very fussy owner, nominal mileage; £1,115.

CAMDEN MOTORS.—Daimler 2½-litre saloon, 1948, another one owner car in Daimler green, original and most attractive condition, recorded mileage only 22,100, heater, seat covers; £765.

CAMDEN MOTORS.—Daimler 2½-litre saloon, 1950, maintained and serviced by accredited Daimler agents since new (bills available), car treated with "Underseal" protective spray every six months, engine just decoked and serviced; £945.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£398.—Daimler Light 15 (July, 1958) full de luxe sin., very distinctive lines, bodywork almost as new, tip-top mechanically, small mileage, unusual opportunity; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

CASS'S MOTOR MART.—1939 Daimler 2½-litre sports saloon, black, heater, 28,000 miles, one owner, superb, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1950 Daimler d.h.c. by Barker, 13,000 miles; radio and heater; £1,095.—British & Colonial Motors, Ltd., 15/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£265.—1939 Daimler 17, Wingham Cabaret, black, genuine 48,000 miles, one owner from new, immaculate condition throughout, taxed.—Haverstock Garage, Gulliver 2422. [6003

14000 miles. 1949 Daimler de luxe saloon one owner, coachwork and interior unmarked, chauffeur driven, written guarantee; £925.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

£777!!! Magnificent 1948 Daimler 2½-litre de luxe saloon, bodywork literally like brand new, interior spotless, the whole car is impeccably maintained; 3 months' guarantee, hire purchase exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

365 gns.—Daimler (September, 1959) 2½-litre saloon, blue, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

GUY ALFREDS & Co., Ltd.—1947 2½-litre Daimler, fitted radio, can only be described as in Daimler condition, 1939 Daimler 24hp limousine, private, owned, 37,000 miles only, 1952 condition.—6-7, Warren St., W.1. Euston 5268. [C1005

1936 4½-litre Straight 8 Daimler limousine by Mulliner, black, in immaculate condition inside and out, genuine mileage 3,800, unused 1941-47, any trial; £625, or exchange for 18hp car, cash adjustment.—8, Alexander, Ipstones, S.O.T. Tel. Ipstones 228. [5858

Daimler Cars Wanted

GUY SALMON AUTOMOBILES

PURCHASE Daimler.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [W4001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Daimler Cars Wanted

KIRKWOOD CARS buy most types of Daimler.—72, Streatham Hill, S.W.2. Tulse Hill 1288. [W2057

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

7-PASSENGER 1937/38/39 privately owned EL24, also 1938/39 Limousines required, cash waiting. Alpe & Baumann, Providence Court, North Audley Street, Mayfair-2941. [W1006

Daimler Spares and Service

PRESELECTOR gear boxes.—R. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

ACCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256/R

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [8405/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0688

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

BROOKLANDS: Individuality, new and used cars.

1951 series Delage D6 saloon, body by Letourneur and Marchand, mileage 9,000.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 (November) Delage D6/3L 3-litre saloon, Cotal gear box, maroon with grey upholstery, radio, heater and seat covers, a most attractive and unusual car. £945.

G & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

Delage Spares and Service

SELBORNES, World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0659/R

Delahaye Spares and Service

SELBORNES, World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—55-35, East Dulwich Rd., London, S.E.22. New Cross 5704. [0610/R

DIESEL

'38 Wolseley 25 saloon, fitted Perkins P.E diesel, in good condition; £565.—McKinlay, Chemist, Gloucester. [6044

DAIMLER L.Q.20 sports convertible saloon, black, green leather, radio, fitted Perkins P6 diesel, good condition, economical; £450 or offer.—8, Hillcrest Gardens, N.W.2. Gladstone 3670, evenings. [5813

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6677. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

FERRARI

BROOKLANDS: Individuality, new and used cars.

1952 Ferrari 4.1-litre 342 chassis, fitted 2-door 4-str. sports saloon by Ghia; 5,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

FIAT

MAYFAIR GARAGES, Ltd., aim to give the finest value possible in used Fiat cars, and always carry a very large selection of guaranteed models in stock at competitive prices.—Below.

MAYFAIR GARAGES, Ltd.—1948 (reg. June, 1951) 1100C 4-door pillarless de luxe saloon, 1/h drive, recellulosed grey, very smart car with outstanding road performance; 3 months' guarantee; £450.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe full 4-seater convertible saloon, recellulosed bronze, outstanding car with first-class and economical road performance; 3 months' guarantee; £365.—Below.

MAYFAIR GARAGES, Ltd.—April, 1939, 500 2nd series supercharged de luxe convertible coupe, black, Arnott blower, very smart car with incredible performance; 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—1936 1500 de luxe 4-door pillarless saloon, repainted two-tone red and cream, red leather, specially equipped, very smart car with outstanding characteristics; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 2nd series 500 de luxe convertible coupe, blue, very economical car with outstanding road performance; 3 months' guarantee; £285.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 2nd series 50 de luxe hardtop coupe, black, excellent condition throughout; 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, maroon, excellent condition, with outstanding road performance; 3 months' guarantee; £260.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe fixed head coupe, grey, excellent condition throughout; 3 months' guarantee; £250.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 de luxe convertible coupe, green, very smart car in outstanding condition throughout; 3 months' guarantee; £235.—Below.

MAYFAIR GARAGES, Ltd.—1936 500 convertible coupe, grey, economical, small car, in serviceable condition throughout; £175.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive illustrated literature and price list on request.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges) Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-1. [C3009

FIAT

1937 500 at £199.—Below.

1940 500 4 seater at £299.—Below.

CLAIRMONTE BROS. always have several 500 Fiats from £200-£300, some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

FIAT 500 1939 conv. coupe, excel. mech. condition, bronze and black, taxed; £225.—Prove, 27, Cassiobury Park Ave., Watford (Tel. 9592). [5341

1936 Balilla Mille Miglia 2-seater, bronze head, excellent all-round order, fast, 35 m.p.g.; £285.—Ringers Rd., Bromley, Kent (20 minutes Victoria), Ravensbourne 6479 and 2522. [C5049

FIAT 1100, first registered 1950, most attractive 4-door pillarless saloon, head rolls completely back; this is a very special car and well worth inspection; £485.—Taylor & Crawley 48, Kensington Court, W.8. Western 6015. [C4056

POST-WAR 500B coupe, ohv engine, registered March 1951; post-war 500 coupe, registered Jan. 1950; 1939 500 fixed head coupe, new engine; above in showroom condition; 3 months' guarantee.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.11. Park 5731. [C5061

FIAT 1100 saloon, completely rebuilt and registered 1952, fitted Simca sports h.c. head and axle, sprayed red cream, with Tygan seat covers, all in excellent order, R.H.D.; £565, or would welcome crashed or tatty 1100 in part exchange.—Arnell, 4, Tattenham Way, Tadworth, Burg Heath 2609 (evenings). [5919

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2016

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

H. F. EDWARDS urgently require good Fiat for immediate cash; distance no object.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0525/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909/R

MAYFAIR GARAGES, Ltd.—£35. Fiat 500, fully reconditioned S/E engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1. Mayfair 3104; open 9-6. Sats. 9-1. [0632/R

FORD (8 h.p.)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-purchase Specialists.

1950 Ford 8 Anglia saloon, 26,000 miles, one owner, reconditioned engine just fitted, coachwork and interior unmarked, taxed December; choice of 6 others; 390gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

TWO 1947 Ford Anglia saloons, taxed December; £295.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [4957

1951 Ford Anglia, 15,000 miles, black, unmarked; £455.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

395gns.—Ford Anglia 1950 saloon, beige, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

295gns.—Ford Anglia (September, 1946) saloon, black, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

245gns.—Ford Anglia 1940 saloon, pastel green, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1939 Ford 8 de luxe, good condition, freshly overhauled; £195; seen evenings.—11, Vaughan Rd., Long Ditton, Surrey. [5692

1950 Ford Anglia, black with red interior, reconditioned engine fitted, excellent condition; £385.—Robbins, East Putney. Tel. 4581. [C3010

£325.—1947 (October) Ford 8hp Anglia saloon, taxed December; £110 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 Anglia saloon, leather, one owner, excellent condition, guaranteed; £345; exchanges and terms.—Palmers, 53, York St., Twickenham. Tel. Popesgrove 1890/7087. [C3034

£235!!!—Magnificent Ford 8 de luxe saloon, beautiful bodywork, smooth and quiet performance, whole vehicle looks worth double; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

PRIDE & CLARKE, Ltd., 1951 Ford Anglia saloon, grey/brown leather, 17,000 miles, one owner, £389; 1949 black/brown leather, radio, £359; 1946 black/brown leather, reconditioned engine, £299; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

FORD (8 h.p.)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

Ford Eight Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1947 8 Ford Anglia required, about £250 cash.—Reply N. Shanan, 4, Vine Cottages, Broyle Lane, Ringmer. [5653

FORD (10 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

GARAGE SERVICE Co., Ltd.

1937 (April) Ford 10 4-door, sliding roof saloon de luxe, black, fastidiously maintained by one owner since 1958; this car should be seen to be appreciated; £255.

1081 Finchley Rd., Temple Fortune, Golders Green, Speedwell 8692. [C2019

OVERSEAS CARS, Ltd., offer:—

1951 Ford Prefect saloon, black, beige leather upholstery, foglamp, box covers, one owner; £525.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

W. J. BROWN, Ltd., used Ford specialists.

1953 (Feb.) Ford Prefect saloon, black, brown leather, 6,000 miles, one owner, taxed year, completely as new; £575.

1946 (July) Ford Prefect saloon, black; £350.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Prefect; £470, one owner.—Tel. Sanderstead 3752. [6026

1952 Prefect saloon, black with brown leather, one owner, car as new throughout; £520.—Below.

1949 Ford Prefect, black/red leather, 3,000 miles, recon. engine, extremely good condition; £450.—Robbins, East Putney. Tel. 4581. [C3010

1951 Ford 10 special trials car, aluminium body, excellent performance; £200.—Box 8419. [5719

£475.—Ford Prefect saloon, 1950, black, leather upholstery, recent new engine, very well maintained.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1951 Ford Prefect, colour green, 12,000 miles; £475.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1950 Ford Prefect, exceptional condition; £480.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1951 Ford Prefect saloon, black, brown leather, 10,000 miles, one owner; £525.—Vandervelds, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

£450.—1949-50 Prefect, immaculate condition, choice of 2.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1952 (Aug.) Ford Prefect sal., fawn, red leather, 5,000 miles, as new, taxed; £550.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

£195!!!—1937 Ford 10 saloon, recent reconditioned engine, a nice, wholesome car, taxed year.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

£155!!! Ford 10 1936 4-door, black, good sound model; terms, exchanges.—Great Western Motors (London), Ltd., Bishops Bridge Rd., W.2. Ambassador 1061. [5989

PRIDE & CLARKE, Ltd., 1951 Ford Prefect saloon, black/brown leather, 18,000 miles, one owner; £469; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1949 (Nov.) Ford Prefect saloon, new look, £395; 1948 saloon, £345; also 1946 saloon, £295; exchanges and deferred terms.—Palmers, 4, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

1951 Ford Prefect, original purchaser, exact mileage 11,651, as new, extras, Radiomobile, heater, seat covers, fog lamp, taxed; £515.—Owner, Tideways, South Esplanade, Burnham-on-Sea. [5693

1949 (late) Ford Prefect saloon, black, heater, engine reconditioned October 1952, 35 m.p.g., excellent condition, one owner, any trial, available end July; £400.—Redfearn, Lochiel Lodge, South Parade, Budleigh Salterton, Devon. [5796

Ford Ten Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

£475 cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

WHY accept less for your Ford 10 saloon (1946-48 preferred) when you can get its full market value, subject to inspection from—Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [W2008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube)* N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

CAR MART, Ltd.

1953 Ford Consul saloon, heater, 100 miles; £865. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

SCOTT CARS offer:—

1953 Consul, 4,000 miles, leather, heater, loose covers; £775.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

KAR SALES OF SOUTH HARROW offer:—

FORD Consul, 1952, radio, heater; £695.—50-56, Northolt Rd., South Harrow. Byron 5544. [C2056

W. J. BROWN, Ltd., used Ford specialists.

1951 (Oct.) Ford Consul saloon, black, beige leather, heater, radio, loose covers, wing mirror, pass light, windscreen washer, 5,400 miles, one owner, taxed year, absolutely immaculate; £795.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Ford Consul, fitted radio, heater, l.h.d., as new; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1951 Ford Consul, opal, 14,000 miles, radio and heater, leather, loose covers; £675.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

1953 Ford Consul 1,500 miles, several extras; £785, terms and exchanges.—S. F. Erskine & Sons, Ltd., Woking 330. [C2051

1953 saloon de luxe, grey/red leather, radio, heater, 2,826 miles guaranteed; £825.—Campbell Symonds, Wembley 6262. [C1037

CONSUL, 1952, blue, licensed Dec. 31, heater, radio, leather, loose covers, underseal, 9,000 miles, one owner, going abroad; £750.—Emberbrook 1032. [5791

CONSUL, 1953 (March), 4,000 miles, black, radio, heater, covers, taxed year; £815.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

FORD Consul, July 1953, 200 miles, black, red leather upholstery, heater, taxed year; £795, no offers.—Hippodrome Motors, Hurst St., Birmingham. Midland 6701-4145. [5827

1952 model (Nov., '51) Ford Consul, black, red leather, radio and heater, immaculate; £735. —Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

PRIDE & CLARKE, Ltd., 1952 Ford Consul saloon, grey/brown leather, heater, radio, loose covers, one owner; £639; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

695gns.—Ford Consul 1952 saloon, black, leather, heater, one owner, small mileage, original spare unused, almost new condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

FORD ZEPHYR

SCOTT CARS offer:—

1953 Zephyr, 4,000 miles, radio, heater, as new; £855.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

BOON & PORTER, Ltd.

1951 Zephyr, 20,000 miles, one owner, leather, radio, heater, absolutely unmarked; £695.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

R. C. WIMBUSH for Zephyrs.

1953 Ford Zephyr grey saloon, with red trim, under 3,000 miles; £855. Also

1953 Ford Zephyr black saloon, with leather and extras, 5,000 miles; £845.

312 Earls Court Rd., London, S.W.5. Fremantle 8401/2. [C4056

H. A. SAUNDERS, Ltd., offer:—

1951 Ford Zephyr saloon, black with red upholstery, radio and heater, recorded mileage 12,200; £765.

836—842, High Rd., N.12. Hillside 0024. [C2027

GUY SALMON AUTOMOBILES offer:—

1953 (Feb.) Ford Zephyr saloon, in our opinion one of the finest examples of these superior quality cars on offer to-day; most meticulously maintained by one fastidious owner, never put away at night wet. Simonised even under the bonnet, fitted radio, heater, leather upholstery, reversing light, screen washers, spotlights, etc.; really exceptional value to-day; £975. —Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

KAR SALES OF SOUTH HARROW offer:—

FORD Zephyr, radio, heater, carefully used; £745.—50/56, Northolt Rd., South Harrow. Byron 5544. [C2056

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Zephyr, grey, red, 5,000; £845.

1952 Ford Zephyr, blue, radio, heater, 4,000; £785.

1951 Ford Zephyr, green, radio, heater, 12,000; £725.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388, and 6, 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

FORD ZEPHYR

1953 one week old Ford Zephyr saloon.—Weybridge 600. [C4023

1951 Zephyr, low mileage, one owner, radio, heater, windscreen washers, etc.; bargain, £695.

DOUGLAS CAR SALES, 806-822, Gt. Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1951 (June) Ford Zephyr Six saloon, green, leather, heater, radio and loose covers, immaculate car; £755.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

1952 (Sept.) Ford Zephyr, black, beige upholstery, twin fog lamps, screen washers, heater, radio, beautiful condition; £775.—Box 8480. [5792

1953 (July) Zephyr, 290 miles only, fitted radio, heater, armrest etc., absolutely as new; £865. —Headstone Motors, Harrow. Hatch End 4444. [6006

1952 (Sept.) Ford Zephyr saloon de luxe, leather, 7,000 miles only, immaculate condition; £795, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

KENTISH & THOMSON, Ltd.—1951 (August) Ford Zephyr, black, red leather, heater and radio, 12,000 miles, excellent throughout; £740.—564-6, Wickham Rd., Croydon. Springpark 5477. [C2047

675gns.—Ford Zephyr 1951 saloon, duo-green, fawn leather, radio, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 series Ford Zephyr saloon, guaranteed 8,000 miles only, spare unused, one private owner, finished Winchester blue, leather upholstery, Tartan loose covers, fitted radio, heater, taxed December, as brand new; £850; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C3018

Ford Zephyr Cars Wanted

PRIVATELY owned Zephyr.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

RUSSELL MOTORS offer:—

1949 Ford Pilot, black, brown leather, radio, heater, 21,000 miles; £465.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

1937 Ford V.8 30hp drop head coupe, numerous extras, a real specimen; £245; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£195.—1938 Ford V.8 30hp drop head coupe, very attractive; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657, 5979

BLUE Ford Pilot, November 1950, leather, radio, heater, original private owner selling for £520 o.n.o.—108, Aldermans Hill, Palmers Green, London. [5846

FORD Pilot (Dec.) 1950, black, beige leather, radio and heater; £905.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

1951 Ford Pilot saloon, 17,000 miles, exceptional condition; £595.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

FORD Pilot 1948 (Oct.), colour blue, radio and heater, one owner, a good clean car; £425, h.p. terms.—Johnsons Motors, Quorn Rd., Rushden, Northants. Tel. 3181. [6016

£485!!!—Pilot saloon, 1949, mist green with fawn upholstery, purchased direct from executors of previous owner; this car has not yet been used this year, excellent mechanical condition.

£595!!!—Right-hand drive American Ford V.8, Mercury engine, genuine post-war model, registered January, 1949, massive mouth-organ front, radio, heater, etc., previous history known, most impressive performance.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

FORD V.8 foursome coupe, 1938, many extras, very smart car; £250.—Apply, between 9 a.m.-7 p.m., V. Curtis, Beech Wharf, Uphall Rd., Ilford, Essex. [5748

1949 Ford Pilot, leather and heater, excellent condition, first offer over £580 as owner going abroad.—Payn, Forelands, Kingsdown, Deal. Tel. Kingsdown 200. [5755

£250—1938 Ford V.8 22hp, in magnificent condition throughout, real hide interior, taxed till December; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1937 Ford V.8 6-head coupe, immaculate, just had complete chassis overhaul, most attractive, fast and economical; £225.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1050

£525!!! Ford Pilot 1951, blue, fitted radio, heater, moderate mileage, carefully maintained car; terms, exchanges.—Great Western Motors (London), Ltd., Bishops Bridge Rd., W.2. Ambassador 1061. [5988

£295!!!—1946 (May) Ford V.8, 30hp, l.h. drive, foursome drop head power operated coupe, steering column change, taxed year, any trial.—H. B. Bath, 56, Gloucester Rd., Kensington, S.W.7. Western 5175. [5958

225gns.—Ford V.8 1937 30hp 4-door 8-seater utility, glass all round, drop tailboard, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FORD V.8 special 2-seater, with new hood, first registered November 1949, wonderful performance, perfect on hill-climbing, two spare wheels, guaranteed 85 m.p.h., Bargain! £150.—Raiment, 13, Bishop's Bridge Rd., Paddington 9676. [5785

1948 Ford Pilot saloon, black, radio, heater, exceptional condition, any inspection invited; three months' guarantee; £455.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166 [C4054

FORD (V.8)

1951 Ford Pilot saloon, channel green, fawn leather, heater, radio, 19,000 miles only, condition quite outstanding; £575; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

Ford V.8 Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 Fordson 7-str. Estate Car, 10,000; £515.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388, and 6, 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

£275.—Ford V8 utility 7/8-str., bright varnish bodywork and buff finish, really magnificent condition, tip-top mechanically, specially fitted Lucas long beam head lamp, one titled owner, a 1956 in 1950 condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

AMERICAN FORD

1951 (August) American Ford Custom, r.h.d., 25,000 miles, one owner, as new; £1,500.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

ON all matters of sales spare parts, repairs and service consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

AMERICAN Ford V.8 Customs (registered May, 1951) 4-door saloon, black, radio and heater, low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

FORD MISCELLANEOUS

1953 Ford Zephyr saloon, 600 miles; £925.

1953 Ford Consul saloon, 300 miles; £835.

1952 Ford Zephyr saloon, 14,000 miles; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

FORDS in considerable variety.—1940 Anglia sa loon 8, 240gns; 1938 Popular 8 saloon, 190gns. Week's bargain, unrepeatable, 1949 Pilot large economy saloon, attractive green, 375gns; Anglia 8hp of same year, fine order, same price. We offer wide range of choice most makes, down to 90gns; exchanges, deferred; any demonstration.—Carr Bros., Soho Garage, W.1 (behind Astoria in Charing Cross Rd.). Gerrard 6678/9. Open till 7 p.m. and Saturdays. Supreme for sales, service, hire and self-drive. [C1041

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES Ltd. Willesden 4869.

WE wish to purchase clean and genuine Ford cars. —58-52, Dudden Hill Lane, N.W.10. [W4017

FORD in good condition for cash.—Tel. Valentine 2988 or 4674. [W2018

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

POST-WAR Ford 8s and 10s wanted in clean condition for cash.—St. Albans 205. [W2012

FORD 8/10 urgently wanted, 1938-40 model; good price for good car.—Harrow 1456. [W1064

FORD 8 or 10 saloons required; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [W3055

£700/£750 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

Ford Spares and Service

NORMAND Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0231

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4455 (5 lines). [0514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers, service and all spares. [0095/R

GUARANTEED, reconditioned starters, 8hp £5/4, 10hp £5/11/4; dynamos, £4/15; despatched c.o.d. on receipt of old unit.—A.B.S., 11, St. Mary's Gate, Rochdale. [5352

F. H. PEACOCK, Ltd., Ford main dealers, comprehensive stock of spares for all Fords and Fordsons; genuine Enfo reconditioning engines, 8, 10 and 50hp always available from stock.

219/221, Balham High Rd., S.W.17. Tel. Balham 4401; also at Foord Rd., Folkestone 51221. [0406/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (6 lines). And 66, High St., East Ham, E.6. Grangewood 1130. [85062/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH

TYPE 55 d.h.c. in cream with engine, tyres, hood and bodywork all in first-class order, extra equipment, exchanges, deferred; many other sports and post-war or pre-war family cars; down to 90gns.—Carr Bros., Soho Garage, W.1 (behind Astoria in Charing Cross Rd.). Gerrard 6678/9. Open till 7 p.m. and Saturdays. Also for self-drive, chauffeur hire and service. [C1041

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C3041/R

£185.—1937 Type 319 drop head, blue, excellent engine, new hood, good condition throughout.—Tel. Owner, Bay. 7117. [5801

BARTLETT.—Frazer Nash-B.M.W. very special 16cwt 80 B.P.H. 328 saloon, modified at cost of over £600; price £495.—27a, Pembridge Villas, W.11. [C1013

FRAZER NASH-B.M.W. type 328 2-seater, very nice condition, no competition work, recently re-sprayed and engine examined; September, 1952.—Box 6590.—5669

395 gns.—Frazer Nash-B.M.W. 1959 model 2-litre Type 326 4-door sports saloon, gunmetal, brown leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Frazer Nash-B.M.W. 1956 2-litre Type 55 drop head coupe, leather, very good condition; choice four B.M.W.s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£375!!!—Frazer Nash-B.M.W. de luxe saloon, magnificent bodywork, tremendous chassis, 2-litre model, owned by enthusiast, and no one looking at this vehicle would possibly believe it to be 14 years old; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421/423, High Rd., N. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

327/80 F.N.-B.M.W. f/h. coupe, 29.4.39, magnificent condition, unmarked maroon coachwork, engine reconditioned, and general overhaul 2,000 miles ago, staggering performance and roadholding, most carefully maintained; £675; will consider exchange.—24, Park Hill, Birmingham, 13. South 1213. [4832

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for Frazer Nash-B.M.W. cars.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

L. F. WARD, Ltd.

1952 model Healey 3-litre coupe, Alvis engine, 15,000 miles, fitted radio and heater, windscreen washers, very fast car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1951 Healey Tickford saloon, grey, red leather, heater, radio, telecontrol shock absorbers, excellent order; £1,075.

1951 Healey Abbott coupe, champagne and maroon, beige leather, radio, heater, one owner, superb order throughout; £1,250.

1947 Healey sports 2-seater, green, brown leather, very good order; £550.

NEW Healey Abbott coupe and Tickford saloon—immediate delivery. [C1001

BROOKLANDS, sole concessionaires Healey; still the world's fastest 4-seater saloon; new saloon, coupe and convertible 3-str.; delivery from stock.

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon, one owner, radio.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6.

1952 model Healey Tickford saloon, heater, radio, immaculate throughout; £1,250.—Bushell, Bannister House, Portishead, Bristol. [5642

1950 (July) Healey Silverstone, 13,000 miles, red sports 2-seater, immaculate condition; owner going abroad.—Tel. Limosfield Chart 2205. [5769

BARTLETT.—Healey Elimbah standard sports 4-seater, 26mpg., superb condition, choice of two at £575 and £625.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1015

DAVIES MOTORS, Ltd.—Used and new Healey drop head coupe models for immediate delivery from stock.—237, London Rd., Staines. Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1080

HEALEY Elliott saloon, late 1947, fitted latest C-type chassis, resprayed, new tyres, radio, heater, excellent condition throughout; nearest £650.—5, Herbert Rd., Solihull, Warwickshire. Tel. Solihull 1327. [5768

Healey Cars Wanted

GUY SALMON AUTOMOBILES.

PURCHASE Healey.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [W4001

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. [W2018

BARTLETT.—Healey Elliott saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

LOW mileage Healey Tickford saloon wanted privately.—55, Broadwalk, E.18. Wanstead 2688. [5649

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8941. [W3041

ACLAND & TABOR, Ltd., Welwyn By Pass, Herts. Welwyn 481/2, urgently require Healey cars; all models. [W1001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

GARAGE SERVICE Co., Ltd.

1939 Hillman Minx saloon de luxe, grey, red leather, post-war condition, £335.

1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

HILLMAN 10

CHARLES FOLLETT, Ltd., offer:—

1951 Hillman Minx saloon, black, beige interior, one owner, regularly serviced and carefully driven; £615.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

WARWICK WRIGHT, Ltd., offer:—

1950 52 Hillman Minx saloons and convertible coupes, many fitted heater, radio, low mileages; from £595.

1952 Hillman Mark V estate car, heater, dual grey, 4,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (Aug.) Hillman 10hp drop head foursome coupe, slate grey, blue leather upholstery, loose seat covers, moderate mileage, kept in original condition by one owner; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

HILLMAN Minx, 1952, black, heater, radio, immaculate; £665.—202, Kings Rd., Harrow. [5684

1951 Hillman Minx, 16,000 miles, left-hand drive, excellent condition; £550.

OVER HALL GARAGES, Ltd., Staines Rd., Bedfont, Middlesex. Ashford 2523. [5948

1940 Minx saloon, £145 recondition; £550.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4020

£575.—Hillman Minx Phase IV saloon, 1950, maroon with leather upholstery, kept in perfect condition.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1952 (Oct.) Hillman coupe, black, 6,000, heater, one owner.—S/Ldr. Cuthill, Halton House, Aylesbury. [5897

1937 Hillman Minx saloon; £165.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

1952 Sept. Mk V Minx, 8,500, blue, as new, radio, heater, export extras and many others; £730.—Elmbridge 1273. [6027

1938 Hillman Minx drop head coupe; guaranteed; £185; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

1950 Hillman Minx Phase IV saloon, black, red leather, one owner, low mileage, immaculate throughout; £545. Below.

1952 Hillman Minx Phase V saloon, black, loose covers, heater, low mileage, excellent condition; £615; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. 635. [5997

1949 Hillman Minx saloon, Phase III, one owner, nice condition.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1073

1947-8 (November) Hillman 10 estate car, beautiful condition; £550.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1952 Hillman Minx convertible, radio, heater, 9,600 miles; £715.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1948 Phase II Minx saloon, black, excellent condition; £465.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£495.—1949 Hillman Minx saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1946 Hillman Minx saloon, reconditioned engine, leather upholstery, recellulosed; £375.—Tom Allery (Automobiles), 68, Hill Rd., Wimbledon 3848. [5984

1953 Hillman Minx Mk. VI estate car, 1,800 miles; £865.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£395!!!—Hillman Minx saloon, January, 1947, beige with fawn interior, a really nice little car, excellent chassis and tyres and good mechanical order.

£395!!!—Hillman Minx drop head foursome coupe, late 1946, black/grey, new hood fitted last Autumn, attractive appearance, recent overhaul to steering, brakes/clutch relined.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1952 Hillman Minx convertible, Phase V, genuine mileage 2,400, chauffeur maintained, one owner; £735.—The Rothwell Timber Co., Ltd., Abergele, Denbighshire. [5628

1953 (July) Hillman Minx Phase VI, works' mileage, Golden Sand, taxed year, fitted overriders; nearest offer to £795; replies acknowledged.—Box 8494. [5866

695 gns.—Hillman Minx, April 1953, Phase VI (latest series) saloon, pastel green, one owner, 6,000 miles, practically new; terms, exchanges.—Rowland Smith, below.

645 gns.—Hillman Minx, October 1951, Phase V drop head coupe, black, one owner, small mileage, spare unused, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

NAYLOR & ROOT.—1946 Hillman Minx drop head coupe, black/brown hide, very attractive; £365; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 model Mark IV saloon, fawn with red leather, fitted with heater and Fram filter, in excellent condition throughout; £585.—Robbins, East Putney. Tel. 4581. [C3010

1950 (Dec.) Hillman Minx saloon, heater, beige with red leather, excellent throughout; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

£625.—1952 model (December '51) Hillman Mark V saloon with heater, magnificent condition throughout, interior like new; terms, exchanges.—Traynor Motors, Ltd., of East Ham. Gra. 2550. [C4032

1939 Hillman Minx drop head coupe, condition superior to many post-war cars, colour polychromatic green; £295.—Universal Car Distributors (London), Ltd., 531-5, High Rd., Chiswick; terms and exchanges. [6010

£245!!!—1938 Hillman Minx de luxe saloon, recent reconditioned engine, very good mechanically, exceptionally good appearance inside and out, taxed year.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4344. [C5025

HILLMAN 10

PHILIP RICKARDS, Ltd., offer:—

1953 Hillman Estate car, 3,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

HILLMAN 14

CASS'S MOTOR MART.—One owner 1939 14 Hillman saloon de luxe, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1938 Hillman 14 saloon, excellent condition throughout; £245.—441-445, Upper Richmond Rd., East Sheen, S.W.14. Tel. Pro. 4424. [6047

HILLMAN MISCELLANEOUS

PRIDE & CLARKE, Ltd.

1951 Hillman Phase IV convertible, green/red leather, heater, £549; 1950 saloon, blue/red leather, low mileage, one owner, £539; 1949, leather, heater, loose covers, £479; 1948 green/grey, blue leather, £429; 1947, blue/blue upholstery, heater, radio, £389; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Hillman Cars Wanted

CMRS

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROOTES, Ltd., DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Hillman cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

£650 cash waiting for best Hillman or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO Ltd. 42, North Audley St., W.1, wish to purchase immediately late model Hillman Minx.—May. 3051. [W3043

H. F. EDWARDS urgently require good Hillman for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

H. F. EDWARDS urgently require good Hillman for immediate cash; distance no object.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0250

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7 Longbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

HISPANO-SUIZA

HISPANO-SUIZA beautiful coupe-de-ville, excellent condition, 37,2; £300.—Curry, Dartington, Totnes. [5690

HOTCHKISS

METCALFE & MUNDY, Ltd

1950 Hotchkiss Paris-Nice model 4-door saloon, Cotal gear box, low mileage, excellent condition; £1,050.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

H.R.G.

L. F. WARD, Ltd

1949 H.R.G. 1½-litre, very fast and exceptionally clean car, mileage 26,000.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

H. W. MOTORS, Ltd., offer:—

1949 H.R.G. 1500 sports, finished grey with red leather upholstery, this car is in very good condition and a complete manufacturer's road test report is available; £535.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

HUDSON

DICKS

1939 saloon 17hp, steering column change, excellent condition; £350.

HUDSON 29hp drop head coupe, much above average for year; £150.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9 [C1072

1934 Coachcraft 4-str. d/h coupe, exceptional one-owner car; £155.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£285—1940 Hudson Country Club saloon, black, brown hide, excellent runner, smart appearance; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—85-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

CAR MART, Ltd.

1952 Humber Super Snipe saloon, heater, 5,000 miles; £1,095.

1949 Humber Super Snipe saloon, radio, heater, guaranteed; £595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

SCOTT CARS offer:—

HUMBER Super Snipe, new, list price; part exchange welcomed.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

ELITE MOTORS offer:—

1948 Humber Snipe 18hp 4-door de luxe saloon, black/brown, recent reconditioned engine, really clean car in excellent mechanical condition; £485.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

TOM GARNER, Ltd., offer:

1952-3 Humber Imperial Mark III 7-passenger saloon, black with brown leather, 350 miles only; £1,595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GARAGE SERVICE Co., Ltd.

1948 Humber Hawk saloon, heater, one owner, excellent condition in all respects; £515.

1081 Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692 [C2019

H. A. SAUNDERS, Ltd., offer:

1952 Humber Super Snipe saloon, black with red upholstery, heater, recorded mileage 9,500; £1,095.

836-842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Humber Hawk saloon, bronze/red, heater, 6,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

CHARLES FOLLETT, Ltd., offer:—

1951 Humber Hawk saloon, black, one owner, 8,000 miles only, excellent condition, guaranteed; £865.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956.

WARWICK WRIGHT, Ltd., offer:—

1952 Humber Imperial saloon, radio and heater, black, 15,000 miles; £1,595.

1952 Humber Hawk touring limousine, black, radio and heater, 17,000 miles, £925; also all models Humber Hawk saloons, many fitted radio, heater, low mileages; from £875.

1952 Humber Super Snipe saloon, heater, black, 4,000 miles; £1,075.

1953 Humber Super Snipe touring limousine, black, radio and heater, 1,000 miles; £1,550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CAR SALES OF SOUTH HARROW offer:—

HUMBER Super Snipe, excellent order throughout; £550.—50-56, Northolt Rd., South Harrow. Byron 5544. [C2056

J. DAVY, Western 9641 and Kensington 1108.

£875—1951 Super Snipe, one owner, chauffeur maintained.

180/2 Kensington High St., and 215, Brompton Rd., S.W.3. [C1069

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Humber Hawk saloon, radio, taxed year; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

DAGENHAM MOTORS, Ltd., offer the following car:—

1952 Humber Pullman limousine, 16,000; £1,650.

56 Park Lane, W.1 (Regent 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 3388); and 6, 8 and 12 Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

HUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

1950 series Humber Super Snipe, metallic grey; this car is in immaculate condition throughout, one owner, nominal mileage; £675.

1950 Humber Hawk saloon, bronze, red upholstery, heater, really immaculate condition, £675; p/e and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1952 Humber Hawk saloon, many extras, 6,500 miles.—Weybridge 600. [C4025

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

HUMBER Hawk 1950, speedometer reading 19,000, black, guaranteed; £685.—J. R. Inwards, Ltd., High St., Ruislip 5035-4-5. [5996

1950 Humber Hawk 14hp saloon, black/brown; £595.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

FOR sale, Humber Hawk (Oct., 1950), black saloon, nice clean condition, heater and radio; best offer; no dealers.—D. Idris Davies, Wernlas Talley. [5648

1953 Humber Super Snipe saloon; guaranteed, windscreen washer, absolutely as new; £995.—Star Garage, Bridport, Dorset. Tel. 2288. [5896

GUY ALFREDS & Co., Ltd.—1951 Humber Super Snipe saloon, small mileage, practically as new.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Humber Hawk Mark 4 saloon, condition as new, mileage 10,000, unused past 16 months, price £795.—Menzies, Mitcham 4069. [6014

1953 (March) Humber Super Snipe Mark IV, 16,000 miles; £1,400.—Wrights Motors (Herts), Ltd., Rickmansworth 2214-5. [5039

1939 Humber Super Snipe saloon; guaranteed, £245; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1951 Hawk saloon, s/roof, heater, black, loose covers, excellent condition; £750.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 (Nov.) Humber Super Snipe saloon, black, fawn leather, 3,800 genuine mileage, heater, just as new; £1,055.—Thicketts Garages, Chesterfield. Tel. 2786. [6000

£565—Super Snipe Mark II, 1949, extremely smart and mechanically excellent.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1951 Humber Hawk, black, radio, heater, etc., always serviced and maintained in excellent condition, original owner is advertiser; £800, close offer; Sussex.—Box 8495. [5867

HUMBER Super Snipe saloon, 1951 model, registered 1953, 5,000 miles only, as brand new throughout, specially reduced price, £850.—Cavendish Motors, Cavendish Rd., N.W.6. Wil. 0046-7. [5986

ARCHIE SIMONS & Co., Ltd.—1949 Humber Super Snipe saloon, colour grey, hide upholstery to match, nominal mileage, in excellent condition throughout; £675.—94, Gt. Portland St., W.1. Lan. 1545. [C4013

HUMBER Hawk 1951 17hp, chauffeur driven and maintained since new, very good condition, heater, twin spots, loose covers, etc.; £700 o.n.o.; private sale.—Tel. Wat. 4900. [5784

HEARSE Phase III (unregistered) 5-door, 6-Bearer, lavish equipment, exclusive design, ready service, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

1952 (June) Humber Super Snipe saloon, black and beige leather, radio, heater, loose covers, taxed year, one owner, as brand new; £895; cash or terms.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [5924

645gns.—Humber Hawk, 1950, saloon, black, sliding head, leather, heater, radio, one owner, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS.—Humber 12 saloon, 1936, 4-door de luxe model with sunshine roof, coachwork and interior upholstery definitely in good condition for year, engine quiet but lively, oil consumption negligible, quite a nice car all round; £185.

CAMDEN MOTORS.—Humber Super Snipe drop head coupe, 1953, basically very similar to post-war series, a fine car luxuriously equipped and with most impressive performance; £295.

CAMDEN MOTORS.—Humber Snipe saloon, 1946 model, first registered and delivered 1.8.46, privately owned and particularly well maintained, pastel grey coachwork with interior upholstery to tone, five almost new Goodyear Eagle tyres; £395.

CAMDEN MOTORS.—Humber Super Snipe saloon, 1949, Phase II "new-look" model, fitted built-in heater, purchased locally from private family, history known, extremely good all-round condition; £595.

CAMDEN MOTORS.—Humber Super Snipe saloon, 1950, fitted H.M.V. press-button radio, heater and screenspray, moderate total mileage; £695.

CAMDEN MOTORS.—Humber Super Snipe saloon, Mk. III 1952 series, condition virtually indistinguishable from brand new, one wealthy and fastidious owner; £995.

CAMDEN MOTORS.—Humber Pullman limousine, 1947 model, fitted heater, two private owners, moderate total mileage and comprehensively overhauled within the last 4,000 miles, outstanding condition; £650.

CAMDEN MOTORS.—Humber Pullman limousine, August 1948, late property titled country family, one of a stable of three cars all chauffeur driven and maintained, this Pullman has been used on special occasions only; a little over our usual competitive price but the very low mileage and condition of this car must compensate for the extra outlay, £850.

CAMDEN MOTORS.—Humber Pullman Phase II limousine, 1950, late type model, widest occasionals, twin heater, "new-look" body styling, well maintained and in very nice condition; exceptional bargain at £1,045.

CAMDEN MOTORS.—Humber Pullman Phase II limousine, 1949, similar body styling to above, genuine one owner car since new, fastidiously and expertly maintained interior fitted special tailored seat covers, upholstery itself quite as brand new, new set of Fort Dunlops; £995.

CAMDEN MOTORS.—Humber Pullman Phase III limousine, 1952, originally cost £2,490 a little over 12 months ago, negligible mileage and in beautiful condition throughout, radio with speaker front and rear, twin heaters, etc.; £1,495.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1095

HUMBER

1948 Humber Hawk de luxe saloon, excellent condition throughout, guaranteed; £497; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

UNREPEATABLE value: 1951 model Humber Super Snipe, 24,000 miles only, one owner, loose covers since new, immaculate; £695; 1948 model 18 saloon, gift, £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 7423. [C1011

PULLMAN knife edge partitioned limousine, first registered 1949, with full 7-seater, body in excellent order throughout, well maintained, choice of two at 450gns; any demonstration; deferred exchanges.—Carr Bros., High St., Purley, Surrey (Up ands 4812). Open late and week-ends. [C1041

HAWK 1951 late style engine (2,267cc 4-cylinder) and full 6-seater, new look body in sea green, one of the nicest family saloons possible, 15,000 miles only, 765gns; Hillman Minx saloons from Phase IV of 1950 at 545gns, or 1952 convertible, fitted radio and heater, down to 1935 saloon at 40gns; our stock repeats wide range of choice in most other makes at prices down to 90gns; full facilities, exchanges, deferred, any demonstration.—Carr Bros., Soho Garage, W.1 (behind Astoria in Charing Cross Rd.). Gerrard 6678-9. Open till 7 p.m. and Saturdays. Also for self-drive. [C1041

LIMOUSINE, 1947, Pullman, partition, forward occasionals, black, mileage 28,000, original private owner, £755, another similar, £685.

LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from £965.

LIMOUSINE, 1950-51, partition, forward occasionals, leather throughout, radio, heater, 20,000, low cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

ROOTES Ltd.,

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3535.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 5252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HUMBER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

PRIVATELY owned Super Snipe.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037/1

1949-51 Humber Pullman limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4251. [0330/R

H. F. EDWARDS urgently require good Humber for immediate cash; distance no object.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46581. [0555/R

7-PASSENGER 1946/48/50/51 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0593/R

INVICTA

1946 Invicta saloon, £650.—Clayton's Cars (London) Ltd., 557, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1935 3½-litre Invicta 4-seater tourer in black with magnificent red hide upholstery and red wheels, chrome plating and paintwork are perfect, engine completely rebuilt, all auxiliaries, gear box, springs reconditioned, sports coil and Fram filter fitted, dual ignition, twin tone horns, spot lamps; £575.

CHARACTER CARS, Wellesley Court Rd., East Croydon, Cro. 2555. [C1044

JAGUAR

CAR MART, Ltd.

1950 Jaguar 3½-litre Mark V saloon, radio, heater, guaranteed; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

RUSSELL MOTORS offer:—

1952 Jaguar Mark VII saloon de luxe, radio, many extras, 15,000 miles only, any trial; £1,595.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5090

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7845).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 5454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141)
HENLYS, Ltd., England's Leading Motor Agents. [0027/R
SLOCOMBES, Ltd., Willesden 4869.

XK120.—We are pleased to offer two 1951 XK120s, both in bronze, at very nominal mileage; standard model, £1,095; "C" converted model, £1,195.
A.A. R.A.C. inspection welcomed; part exchange and hire purchase terms with pleasure.
WE close at 7.30 p.m. (Saturdays 6 p.m.).—Write, call or telephone, Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. [C4017

GUY SALMON AUTOMOBILES, offer:—

1953 Jaguar Mark VII saloon, 300 miles, black; £1,895.

1951 Jaguar Mark V saloon, 12,000 miles, black, brown leather, H.M.V. radio, faultless condition; £1,100.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

KAR SALES OF SOUTH HARROW offer:—

JAGUAR 3½ 1948 drop head foursome; £550.—50-56, Northolt Rd., South Harrow. Byron 5544. [C2056

PARADE MOTORS (MITCHAM), Ltd., offer:—

1951 XK120 Jaguar, black and red leather, all modifications, high lift cams, dual exhaust system, latest clutch, modified suspension, many other extras; £1,095.
JAGUAR 100 1938 2½-litre, black and red, engine just reconditioned, yet to be run in; £465.
PARADE MOTORS (MITCHAM), Ltd., 66-67 Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

At Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1040

1951 XK 120 standard and immaculate; £1,095.—Dawes Green 250. [6007

FOR sale, 1938 3½-litre Jaguar saloon, superb condition.—Tel. Ashbourne 455. [5678

ACLAND & TABOR, Welwyn By-Pass, Herts, Welwyn 481/2, offer:

1952 Jaguar Mark VII saloon, black, beige leather, heater, radio, superb condition; £1,695. [C1001

1937 Jaguar saloon 2½-litre, good condition; £220.—Sloane 6680.—Box 8520. [6035

1949 3½-litre saloon, grey, radio, heater, snip; £525.—Campbell Symonds, Wembley 6262. [C1037

XK120 1951, green, not raced, perfect, 13,000; best offer.—Poplars, Duston, Northants. [5090

1952 Jowett Javelin saloon, 10,000 miles, as new; £735.—10, Woodland Grove, Weybridge. Tel. 1667. [5676

BEARTS OF KINGSTON, Jaguar specialists, sales, spares repairs.—102 London Rd., Kingston. Tel. Kin. 4848. [0081/R

1953 (May) Jaguar Mark VII saloon, 790 miles only, black brown, H.M.V. radio, taxed year; £1,875.

RIPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [C3052

GUY ALFREDS & CO., Ltd.: 1957 S.S.100 in 1950 condition, specimen car.—6-7, Warren Street, W.1. Euston 3268. [C1005

1939 (1940 model) Jaguar 1½-litre de luxe saloon, black/grey leather, recently completely overhauled; £395.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£595.—1949 Jaguar 2½ saloon, carefully maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1952 Jaguar Mark VII saloon, grey, red leather, heater, 11,000 miles one owner, an immaculate car; £1,625.

W. J. BROWN, Ltd., established over 30 years.
339 Finchley Road, N.W.3. Hampstead 4414. [C1025

£799!!!—1949-50 Mark V Jaguar, immaculate bodywork, spotless interior, small mileage and 100% chassis.—Below.

£555!!!—1947 Jaguar 1½-litre de luxe saloon, spotless condition; choice 2.—Below.

£666!!!—1949 series Jaguar 3½ drop head foursome coupe, literally like brand new and unrepeatable bargain.—Below.

£495!!!—1947 series Jaguar 3½-litre de luxe saloon, interior immaculate, bodywork like brand new; choice also 1947 and 1948 models; 3 months guarantee; hire purchase; exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (March) Jaguar Mk. V saloon, black, red leather, genuine mileage 18,500, new Lucas battery, taxed year, condition really immaculate; £975.—96, Hortus Rd., Southall. Tel. Southall 2978, business hours. [6039

JAGUAR

BARTLETT.—Jaguar 1950 XK120, small total mileage, exceptionally well maintained; £925.—27a, Pembridge Villas, W.11. [C1013

1939 Jaguar 1½ drop head coupe, guaranteed; £275, payments.—Oldfield, 356, Kensington High St., W.14. Wes. 6631. [C3029

S.S. Competition 100 3½-litre, choice of two specimens restored to mint condition at £475 and £495.—Automs, Ltd., Hampstead 3430. [5982

1950 Jaguar Mark V, gunmetal, red leather, immaculate, one owner; £800.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1953 (July) Jaguar Mark VII saloon, 200 miles only, pastel green metallic; best offer over £1,850; private owner.—Box 8592. [5682

1953 290 miles Jaguar Mk. VII, July registration, black, brown leather; £1,925.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

495 gns.—Jaguar, September 1947, 3½-litre saloon, black, sliding head, leather, heater, excellent condition; terms; exchanges.—Rowland Smith, below.

345 gns.—Jaguar, 1939 3½-litre drop head coupe, black, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JAGUAR Mark V, registered December, 1950, mileage 21,000, radio, seat covers, certificate of examination from Jaguars; £985.—Tel. Farnborough, Kent, 4059. [5701

1952 Jaguar Mark VII saloon, black with beige leather, 10,000 miles only; £1,575.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

£255.—1938 Jaguar 3½-litre drop head coupe, nice appearance, excellent mechanical order.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657 [5980

1950 (July) Mark V saloon, gunmetal, heater, radio, one careful owner, seen London; delivery of Mark VII only reason for sale; bargain, £795.—Box 8486. [5822

1948 Jaguar 3½-litre sports saloon, black with brown hide upholstery, fitted heater, faultless condition; £575.—Panthes Service Garage, London Rd., Guildford 5326. [C3035

1951 (August) Mark VII saloon, recorded mileage 11,000, grey with grey upholstery, radio, beautiful condition; £1,575.—Headstone Motors, Harrow, Hatch End 4444. [5418

1947 Jaguar 1½ grey S.E. saloon, including heater, H.M.V. radio; one owner, going abroad, seen Chelsea or Whitehall.—Tel. Flaxman 4681. Write 10, Paradise Walk, S.W.3. [5895

JACK ROSE, Ltd., offer 1953 Mark VII Jaguar saloon, 600 miles, two weeks old, in blue with radio and heater; accept £1,875.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1952 (Dec., 1951) Mk VII saloon, black, one owner, 16,000 miles, radio, covers, screen clean, mats, spots, etc., spare unused; £1,550.—348, Norwood Rd., S.E.27. Gip. 1181 office hours. [6025

1949 3½-litre black Jaguar, owner driven, in first-class condition, 17,000 miles; £850; inspection by appointment.—Fielding-Johnson, The Manor, Compton Bassett, Calne, Wilts. Tel. Hilmarton 219. [5675

1949 (July) Jaguar Mark V saloon, colour silver/maroon, mileage 31,000 recorded, in immaculate condition, taxed Dec., 1953.—Enquiries to L. Braddick, Esq., "Vicosa," Westward Ho, N. Devon. [5670

1952 Mark VII saloon, grey with grey leather, fitted radio, heater, screen washer, seat covers, etc., 11,000 miles, excellent condition throughout; £1,625.—Robbins, East Putney. Tel. 4581. [C5010

1947 Jaguar 1½-litre saloon, special equipment, Ace discs, black/red leather, in outstanding condition; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1950 Jaguar Mark V saloon, black, beige upholstery, fitted radio and heater, 19,000 miles, one owner, immaculate condition; £895.—Mayfair Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1940, identical to post-war series, good mechanically, coachwork, interior, etc., largely original, mats somewhat frayed but serviceable, this is not a car which has been done up to appear immaculate, but is a very genuine specimen; £345.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp drop head foursome coupe, 1939, a most desirable car, late property engineer and particularly well maintained mechanically; £395.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, January 1948, silver-grey with red leather, full special equipment with heater, discs, Tygan seat covers, one owner since new; £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1949 model, also with special equipment, excellent condition and reasonably small total mileage; £675.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1938, engine just had first decoke following rebore and sleeve earlier this year, spot-on mechanical order, excellent chassis; £295.

CAMDEN MOTORS.—Jaguar 2½-litre sports, 1939, silver-grey with leather interior to tone, whole car somewhat above average for its year, new Dunlop tyres; £345.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939, maroon with special pigskin upholstery, cellulose slightly faded top of bonnet, coachwork and chassis sound and the whole car in good mechanical order, fitted discs, etc.; £295.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939 quite a nice car all round, sound as a bell mechanically, with excellent tyres; £345.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, Oct. 1947, silver-grey with red leather, coachwork now undergoing complete respray in our own workshops, outstanding mechanical order; £495.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1948, fitted discs, heater, screenwash, one owner since new, 24,000 recorded miles; £595.

CAMDEN MOTORS.—Jaguar Mark V saloon, Nov. 1949 (1950 series), grey/red, H.M.V. radio, heater, seat covers, beautiful condition; £855.

CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1939 1½-litre drop head, black with red leather upholstery, four new tyres, steering just renewed, oil pressure 40 when hot, 28-30mpg., the appearance and mechanical condition of this car are far above average; £375.—F. G. Smith, 15, O.T.M.Q., Ely Rd., Waterbeach, Cambridge. [5819

JAGUAR

1939 Jaguar 3½-litre saloon de luxe, new 16in wheels fitted, Mark V type headlamps fitted, low mileage since new, immaculate throughout; £465; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

1948 Jaguar 1½-litre saloon, black, beige, immaculate condition, heater, small mileage, carefully maintained, one owner, seen London or St. Albans; no dealers; £575.—Clark, 4, Victoria St., St. Albans. Tel. St. A. 257 before 5.15. [5902

1952 Jaguar Mark VII saloon, colour gunmetal, red upholstery, spare unused, indistinguishable from new; £1,575, consider Mark V part-exchange.—Grange Farm, Everton, Lymington, Hampshire. Tel. Milford-on-Sea 2567. [5842

1950 (May) Jaguar Mark V 2½-litre saloon, black with brown leather, small mileage, heater, taxed year, etc., unmarked and immaculate; £795, cash or terms.—Simm, 19, Bennett Rd., Higher Cumpsall, Manchester, 8. [5925

JAGUAR 1950 Mark V saloon, battleship grey, red leather, Rimbellishers, H.M.V. radio, seat covers, spotlight, screen washers, one owner, maintained Jaguar distributors since new, overhauled, perfect condition; £950 or nearest offer.—Box 8342. [5465

1951 Jaguar Mark V 3½-litre saloon, black with brown upholstery, heater, mileage 9,599, one owner, taxed and insured (comprehensive) to end of year, in perfect condition; £1,050.—Kingswood Manor, Lower Kingswood, Surrey. Reigate 3878. [5555

JAGUAR 2½-litre sports saloon, black, original finish, late 1937, in excellent condition and very exceptional performance, 68,000 miles, P100 head lamps, beautiful red interior, a well-kept car and genuine bargain, 300 miles, trial and photo to genuine engineer; £180.—16, Clarence Rd., Manchester, 21. Chorlton 5538. [5811

JAGUAR Mark V, in first-class condition, one owner, recently rebored with complete engine overhaul, brakes renewed, body recelluloseed and retrimmed last year, heavy duty tyres, H.M.V. radio, windscreen washer and mascot, all the tools, new battery, radiator muff, licensed to end of year, just over 37,000 miles, owner going to Canada; for quick sale £895.—Welbeck 7872. [5751

Jaguar Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0673/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

GUY SALMON AUTOMOBILES

PURCHASE Jaguar.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [W4001

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

JAGUAR wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

BARTLETT.—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. [W1013

XK120 wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

PRIVATELY owned Jaguar XK120.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

WANTED, Jaguar Mark V d.h. coupe.—Lumb, 56, New North Rd., Huddersfield. Tel. 4350. [5672

WARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

H. F. EDWARDS urgently require good Jaguar for immediate cash; distance no object.—Details please to: 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Jaguar Spares and Service

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Service Station.
GREAT West Rd., Brentford. (Ealing 5477.)
SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.
QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station; Green Lanes, N.13. Palmers Green 3631-2-3. [S4002/R

REPAIRS.—Reconditioned guaranteed gear boxes, shock absorbers, parts.—10, Winchester Mews, N.W.3. Prim. 6159. [0158

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0526/R

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5 [0719/R

JEEP

JEEPS!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8545 [0619

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0820/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8251. [0527/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5015/0621. [0241/R

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange, H.P. terms available.—Mansell & Fisher (See Jeep Spares below). [C5006

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—531-535, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4752, 4738. [B5066

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor saloon and cabriolet.

1952 Jensen Interceptor d.h. coupe, 8,000 miles.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JENSEN 1937 3½-litre saloon; black and green; excellent condition; radio, heater; a unique car; £295.—Alexander Engineering, Haddenham 345, Bucks. [6020

JOWETT

C OF P.

DISTRIBUTORS. Day and night service in Guildford, Woking and Aldershot area

1950 Javelin de luxe saloon; £675.

1949 Javelin de luxe saloon; £575.

IMMEDIATE delivery new Javelins.

SALES staff available throughout the week-end.

CLARKE'S OF PIRBRIGHT, Surrey.

BROOKWOOD 2201-2.

[C1049

NEWNHAMS, Ltd.

1951 Jowett Javelin de luxe saloon, green, one owner; £675.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

B. W. HUNTER, Ltd., offer:—

1952 Jowett Jupiter coupe, fitted latest type engine, most attractive; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

WARWICK WRIGHT, Ltd., offer:—

1951 (Dec.) Jowett Javelin saloon, maroon, 9,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1949 Javelin de luxe saloon; £565.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

JUPITER Mk. I, 1953 delivery, 265 miles only, quite unmarked; £995.

H. A. SAUNDERS, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. [C4004

1950 Javelin de luxe saloon, one owner, turquoise blue/beige leather; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053

1951 (Oct.) Javelin de luxe saloon, one owner, supplied and serviced by us, immaculate; £745.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053

FAIRMAN & SONS, Ltd., East Surrey Distributors. Complete Spares Stock.—Horley, Surrey. Tel. Horley 19. [0961/R

BARTLETT.—Jupiter 1952 2-seater coupe, radio, heater, one owner; £695.—27a, Pembridge Villas, W.11. [C1015

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 3641-2. [0463/R

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1952 series Javelin de luxe, 19,000 m.; £695 o.n.o.; exchange considered, cash either way.—24, Northway, Maghull, Liverpool. Maghull 456. [5853

JOWETT Jupiter, in attractive metallic copper, new and unregistered; £900.—South Wales Jowett Distributors, 119, City Rd., Cardiff. Tel. Cardiff 20311. [5674

1953 (June) Javelin, dark green, beige hide, only just run in, cost over £1,000 with extras; £950.—Keeley, 187A Prescot Road, Liverpool. Tel. Sto. 2505. [5747

BUNTINGS MOTOR EXCHANGE, main agents, offer a selection of used Javelin and pre-war Jowetts, list on application.—Bonnersfield Lane, Harrow. Tel. 6225-6. [5619

1953 Jowett Javelin saloon, one owner, delivery mileage only, completely unmarked throughout; a new car; £795; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. 633. [6001

£595!!!—January 1950 Jowett Javelin saloon, full de luxe model with heater and leather upholstery, reconditioned engine fitted August 1952, coachwork, interior, mats, etc., absolutely original.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

JOWETT

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502/R

TANKARD & SMITH, Ltd., offer Jowett Jupiter Mark I, new and unregistered, works mileage, finished in British racing green with beige leather; offered at £925; three months' written guarantee; also 200 guaranteed used cars of all makes.—194/196, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Jowett Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JAVELIN in good condition for cash.—Tel. Valentine 2198 or 4674. [W2018

JAVELIN de luxe, late model, small mileage.—Jackson. Tel. Primrose 8950. [5802

£750 cash waiting for best Jowett or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

JOWETT Javelin and Jupiter wanted.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 309, Erith Rd., Bexleyheath. [0571/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., Weston Park, and 84, Eden St., Kingston. Kin. 2241-2. [S4053/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience, spares and service. [0759/R

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

KAISER

1952 Henry J. Kaiser l.h.d.; £995.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

LAGONDA

L. F. WARD, Ltd.

1939 V12 Lagonda 2-door saloon by Hooper, very attractive car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

SWANMORE GARAGE offer:—

LG6 Lagonda saloon, 1939, a rare and wonderful car; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

WARWICK WRIGHT, Ltd., offer:—

1952 Lagonda 2.6-litre drop head coupe, steel grey, radio and heater, 4,000 miles; £2,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BROOKLANDS: Lagonda Distributors, latest models.

1952 Lagonda 2.6-litre saloon, mileage 15,000.

1952 Lagonda 2.6-litre coupe, 8,000 miles.

1951 Lagonda 2.6-litre d.h. coupe, radio.

1950 Lagonda 2.6-litre saloon, small mileage.

BUY or Sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1931 2-litre saloon fitted reconditioned engine; £150.

1933 16/80 tourer in excellent condition; £235.

1935 3½-litre saloon, total mileage 51,000, standard cylinder bores.

MAURICE LEO, 15, Gregories Road, Beconsfield. Tel. 538. [5908

DAVIES MOTORS, Ltd. (managing director, F. Davies, 20 years service manager to Lagonda, Ltd.).

1938 V.12 4/5-seater drop head coupe, Sanction II engine, 51,000 miles total only.

1940 V.12 2/3-seater Rapide drop head coupe, Sanction II, 4,000 miles since overhaul.

1940 V.12 4-seater sports saloon, Sanction II engine, one owner, 18,000 miles since overhaul.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 257, London Rd., Staines. Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1069

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C5041/R

FOR sale, 1936 Lagonda Rapier, 10hp engine, with gear box, in excellent order.—Skinner, Glen Cottage, Cardross, Dunbartonshire. [6054

1938 Lagonda V.12 short chassis saloon, beautifully maintained, all latest modifications; £795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1952 Lagonda drop head coupe, maroon, beige upholstery, fitted radio, 6,000 miles, immaculate condition, just serviced Lagonda's, passed 100%; seen London; price £2,000.—Box 8415. [5705

LAGONDA

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

175 ens.—Lagonda, October 1952, 12.9hp 2-litre twin ohc Continental sports tourer, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 Lagonda V 12 short chassis drop head foursome by Thrupp & Maberly, Sanction II engine, one owner from new.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4571. Showroom 6199. [C5057

1952 Lagonda 2½-litre drop head coupe, maroon, fawn leather and hood, 8,500 miles only, one owner, outstanding condition in every detail; £2,150; exchanges (particularly Bristol); deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

LATE 1933 Lagonda 16/80 super sports 4-door pillarless saloon, cycle type wings, finished black, chrome waistline, beautiful green leather interior, carpets match, exceptional chrome large headlamps, low swept tail, large enclosed rear boot, only 15.7hp, genuine 24 mpg, definitely mechanically 100% throughout, all good oversize tyres, taxed, real thoroughbred sports car, 100% reliable, photo; £150.—72, Egerton Rd., Whalley Range, Manchester. Tel. Chorlton 6562. [6057

Lagonda Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GUY SALMON AUTOMOBILES

PURCHASE Lagonda.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [W4001

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

LAGONDA coupe in exchange for Armstrong Hurricane (1952, 6,000 miles guaranteed), cash adjustment; only latest Lagonda considered; private.—Box 8524. [6046

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. F. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialized service.

273/4-5, London Rd., Staines. Tel. Staines 4211-2-3. We are open on Saturday mornings. [B1089

LANCHESTER

DICKS.

1939 Lanchester 14 saloon, very roomy body; £550.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (Aug. 1952), grey with blue leather, loose covers, 5,000 miles only; £1,075.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464.) [C4022

LANCHESTER 14, '38, Roadrider saloon, good approve. and condtn., Ace discs, Rotoflos, taxed end yr.; £225.—48, Oakland Av., N.14. Pal. 5064. [6028

1937-8 Lanchester 14hp Roadrider saloon, original and as new throughout; £220.—93, Winstanley Road, Wellingborough, Northants. Tel. Wellingborough 5255. [5869

ROYS offer: 1939 Lanchester 14 de luxe saloon, l.f.a., recon. engine, £295; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. [C5059

1947 (March) Lanchester 10 saloon, sliding head, finished maroon with red leather, an immaculate and very attractive one owner car, written guarantee, £535; terms; exchanges.—H. F. Edwards, 200, Great Portland Street, London, W.1. Tel. Langham 0012. [C2005

1947 10 saloon, 4-door in black, brown leather interior, carefully kept, appearance and mech. condition almost as new, good tyres, only 500 guineas; others include '47, '45 and '33 saloons and coupes at prices down to 90 guineas; amongst our wide choice of all makes; ask for list.—Carr Bros., Ltd., High St., Purley, Surrey (Uplands 4812). Open late and week-ends. [C1041

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. F. EDWARDS urgently require good Lanchester for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

LANCHESTER cars wanted in part exchange for new models; write or 'phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0445

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0257/R

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

MANY other makes; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

KEVILL DAVIES & MARCH, Ltd. offer:—

1939 Lancia Aprilia, colour blue and grey, blue upholstery, in excellent condition throughout.—41/42, Hay's Mews, Berkeley St., W.1. Grosvenor 2568. [C2054

1937 Lancia Aprilia saloon, in really exceptional condition; £465.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1938 Aprilia; £525; this privately owned car is in first-class condition and immaculate throughout, recently fitted with 14hp engine, latest type front suspensions, tele control shock absorbers, etc., high performance, 34mpg.—Tatton Garage, Moss Nook, Wythenshawe, Manchester. Tel. Gatley 4007. [5774

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA

MAIDSTONE ENGINEERING Co.,

THE Northern Lancia Specialists,

OFFER the following superb examples:—

1939 Astura 8-cylinder 28hp Special Farina-bodied 4-door Sportsmans saloon, in really excellent condition, most beautifully finished in unblemished black and bronze, the appearance of this car really puts most post-war cars to shame, fitted twin Lucas Flamethrower pass lamps, nearly new set of India tyres, the interior is upholstered in fawn cord with loose covers of the same material and carpets to match; the performance of this car is excellent and the handling qualities are up to the usual Lancia standard, and that is beyond reproach; creates a most admiring audience at all times; taxed yearly; £750; terms, exchanges.

1939-40 Aprilia saloon, just recellulosed in most attractive moonbeam grey, this car was fitted with a reconditioned engine last month and is not yet run-in, fitted new headlining, twin Lucas chrome pass lamps, all new carpets to match the maroon leather interior, also fitted new tartan rayon loose covers, fitted latest type front suspension with interior control oiling, fitted Andre telecontrols, square dash instruments and oversize tyres, in superior condition throughout; choice of two from £495; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

Lancia Cars Wanted

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 6641. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565. [W2054/R

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

GUY SALMON AUTOMOBILES offer:—

1951 (September) Lea-Francis 14hp saloon, genuine 14,000 miles, in superb condition; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis and Home Counties offer the following cars:—

1949 Lea-Francis 14hp streamline sal., maroon, one owner, radio and heater, at present undergoing pre-sale checkover; £825.

IMMEDIATE delivery of new Lea-Francis 14hp saloon, special colour maroon and metallic grey, one only, at new list price £1,261/19/2, including P. tax.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY ALFREDS & CO., Ltd.: 1951 Lea-Francis saloon, radio, heater, many extras, as new.—6-7, Warren Street, W.1. Euston 3268. [C1005/1

1951 (Mar.) Lea-Francis sports 4-seater tourer by Westland, red/brown leather, one owner, 21,000 miles, many extras, as new; £675.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1951 Lea-Francis 14hp saloon, bargain; £695.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

GUY ALFREDS & CO., Ltd.: 1950 Lea-Francis 2½-litre, 2/4-seater, occasional coupe, 7,000 miles, as new.—6-7, Warren Street, W.1. Euston 3268. [C1005

£475.—1948 series Lea-Francis 14 saloon, carefully maintained, eighty other cars to choose from.—Durngate Garage, Winchester. Tel. Winchester 2955. [C1010

£495.—Lea-Francis 1½-litre 1946 4-door sports saloon, very smart, low built sweeping lines, bodywork excellent, small mileage, tyres as new, cost nearly £1,700, unusual opportunity; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1948 (October) Lea-Francis 14hp super sports, 2/4-seater, concealed hood, H.M.V. push-button radio, Ace rimbellishers, tonneau cover, theft-proof fitting, copper exhaust, British racing green, a real sparkler, unblemished appearance, splendid mechanical condition; £585; usual h.p. facilities; 3 months' written guarantee and free after-sales service.—Harold Simons, Ltd., Simons Corner, 397/401, High Rd., East Finchley, N.2. (Junction of Gt. North Rd. and North Circular.) Finchley 0052/53. [C4065

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

Lea-Francis Spares and Service

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LLOYD

LLOYD, 1950, excellent condition, 45 mpg; £160.—179, Dames Rd., Forest Gate, E.7. [5907

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1935 Type 290 23hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.

1937 Type 540K cabriolet B, right-hand steering, black with beige leather, in exceptional condition throughout; also one only type 170V 14hp 4-door saloon, left-hand steering, light metallic blue, beige leather, maroon loose covers fitted.—Victoria 8715. [C3003

MERCEDES-BENZ 290 1935 23hp 5-seater cabriolet, 20 mpg, excellent condition; bargain £285.—Box 8440. [5754

BARTLETT.—Mercedes-Benz Type 500 100mph cabriolet, the whole car in superb condition, works maintained and works history available; £695.—27a, Pembridge Villas, W.11. [C1013

Mercedes-Benz Cars Wanted

WANTED.—Mercedes-Benz, in good condition.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0746/R

£695!!!—Right-hand drive post-war Mercury 6-seater saloon, November, 1949, special leather upholstery, radio, heater, traffic winkers, very handsome car, abundance of chrome, most impressive performance.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

M.G.

PC PERFORMANCE CARS

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C. 2-seater roadster, 1949, £495; M.G. T.C. 2-seater roadster, 1947, £445.

M.G. T.A. 10hp Tickford coupe, 1939, £325; M.G. T.A. 10hp 2-seater, 1938, £295.

M.G. T.A. 10hp 2-seater, 1937, £275; M.G. P.B. 9hp Airline coupe, 1936, £255.

M.G. P.A. 8hp 2-seater, 1935, £225; M.G. J.2 8hp 2-seater, choice of 4, from £145.

M.G. 2-litre 18hp d/h foursome, 1936, £245; M.G. 2-litre 18hp d/h foursome, 1937, £225.

M.G. V.A. 1½-litre tourer, 1938, £295; M.G. V.A. 1½-litre tourer, 1937, £275.

M.G. 12hp Magnette saloon, 1935, £145; M.G. 8hp "M" type 2-str., 1930, £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8641), or 107, New Cavendish St., Great Portland St., W.1 (Museum 8221). [C3041

BOON & PORTER, Ltd.

1952 (July) 1¼ saloon, green, 11,000 miles, almost unscratched; £795.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1949 M.G. 1¼-litre saloon, most attractive car; £650.—Below.

1948 M.G. 1¼-litre saloon, exceptional condition throughout; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. BEART & Co., Ltd., offer:—

1953 (new) M.G. T.D. 2-seater for immediate delivery.

1949 M.G. T.C. 2-seater, cream with green upholstery, very small mileage and superbly maintained by one owner since new; £495.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

GUY SALMON AUTOMOBILES offer:—

1951 M.G. 1¼-litre saloon, 19,000 miles, one owner; £775; immaculate condition.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

J. DAVY, Western 9641 and Kensington 1108.

£675.—M.G. 1¼ saloon (26.10.50), one owner.

180/2 Kensington High St., and 215, Brompton Rd., S.W.3. [C1069

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C., black and green, reconditioned engine not yet run in, perfect specimen; £395.

1938 M.G. T.A. cream and red; £285.

1937 M.G. T.A., mar on, reconditioned engine; £279.

1932 M.G. J.L. Jarvis special body, 2/4-seater, red; £155.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade Mitcham. Tel. Mitcham 3392. [C3036

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

M.G.

GLANFIELD LAWRENCE offer

1949 (Nov.) M.G. T.C., black, 19,000 miles only, a very genuine and exceptional specimen; £510.—407, High Rd., N.12. Finchley 0091. [C2055

M.G. 2.6-litre saloon, 1939, immaculate; £375.—Tel. Langley 326. [6050

£635.—M.G. Midget 2-seater sports 1952, cared for by one enthusiastic owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

P.B. 4-seater, 1936, £165.—McConnell, 10, High St., Eton. Tel. Windsor 669. [5756

1936 PB, cream, green upholstery, hood, tonneau, spot, horns; £220.—Can. 4943. [5844

£350.—1940 model M.G. T.B. coups, red and silver wheels, immaculate; £120 down.—Below.

£295.—1938 M.G. T.A. sports 2-seater, faultless chassis, new hood, screens, tonneau cover, unworn tyres, smart appearance; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Te., Kin. 2346. [0682/R

M.G. P.A., rebored, recellulosed, new battery, hood, excellent tyres; £210, o.n.o.—Wordsworth 5172. [5887

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0590/R

1952 (Jan.) M.G. TD 2-str., black beige leather, one owner, 11,000 miles, condition as new; £650.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1952 1¼-litre saloon, maroon, one owner, 12,000 miles, immaculate; £765.—Campbell Symonds, Arnold 2246. [C1037

1952 (July) M.G. 1¼ saloon, in nice condition; £725.—Central Motors (Paddington), Ltd., Pad. 0766. [5935

£685!!! (April) 1952 T.D. Midget, black beige, recorded mileage 9,100, heater, screenwash, unmarked.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1953 (April) M.G. T.D., black beige, P.770 h/lights, tartan l/covers, taxed Dec.; best offer.—Box 8488. [5829

1948 M.G. 1¼ saloon, excellent condition, taxed Dec.; £525.—Car Exchange, 15a, Castle St., Brighton 24796. [5864

1946 M.G. T.C., black and red, resprayed, excellent conditionm £325.—Mrs. Peck, 35, South Canterbury, Kent. [6024

1949 M.G. 2-str., immaculate, one owner; £495.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1938 1½ 12hp 4-str drop head V.9. condition, £295 (nearest), private sale; all replies acknowledged.—Box 8499. [5882

1928 M.G. 14/40 tourer, rebored, crank reground, good condition; offers.—49, Park Rd., Brentwood, Essex. Brentwood 825. [5707

1947 T.C., red, works recond. engine, 2 new tyres, new battery, resprayed.—Ward, The Manor, Shelsley, Beauchamp, Worcs. Tel. S.B. 215. [5945

M.G. P.A. 4-seater, reconditioned at cost of £150 for doctor who no longer requires; £200, o.n.o.—Powell's Garage, Llanwrtyd Wells, Brecs. Tel. 259. [5877

1950 M.G. 1¼-litre saloon, reconditioned engine, body immaculate, equal to new; £695; terms, exhanges.—West London Motors. Tel. Fulham 0066. [5961

NAYLOR & ROOT.—1952 M.G. T.D. sports 2-seater, green/beige, low mileage; £635; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

M.G. T.A. Nov. 1938, grey, 33,000, carefully maintained beautiful condition; £295.—Gordon, "Trenholme," Caterham, Surrey. Caterham 642. [5859

£395.—1939 M.G. V.A. 1½-litre sports saloon, metallic grey, beautiful condition throughout, taxed year.—Haverstock Garage, Gulliver 2422. [6004

M.G. T.D., 1951, condition excellent throughout, many extras, including 2 unused tyres; £600.—Burns, Hillwood Grove, Hutton, Essex. Brentwood 351. [5714

SEPTEMBER, 1947, M.G. 2-seater, one owner, new engine, 2 extras, supercharger, carburettor, oil coils, tonneau cover.—Bowmans Garage, Weybridge 1265. [C1033

1949 M.G. 1¼-litre saloon, silver green with beige leather, one owner, excellent condition; £619.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [5267

1939 model 1½-litre M.G. tourer, cream maroon, hood, very good condition throughout; £300.—Bryanton, 52, Mattingley Green, Nr. Basingstoke, Hants. [5710

1946 M.G. T.C 2-str., black/red, in exceptional condition throughout, enthusiast maintained; £385.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C5045

525 gns.—M.G. Midget, November 1949 11hp T.C. 2-seater, black, fawn leather, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget, late 1939 11hp T.B. 2-seater, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

M.G. T.D., 12,000 m., excellent condition, new tyres, radio, aero screens, many extras, taxed; offer over £660 secures.—A. P. Vacca, Slo. 0486. 190, Queen's Gate, S.W.7. [5901

1953 (new) M.G. T.D., immediate delivery, £751/19/2, terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5479

M.G. T.A., £250 spent including reconditioned engine, recellulosed BRG, new hood, side screens, battery, radio, twin windtones, spot, twin spares; H.P. available; £295.—Hou. 0370. [5874

ROSE & YOUNG, Ltd., offer 1949 model M.G. T.C. 2-seater, black with red leather; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill station). Tulse Hill 6464. [C5057

LESTER Special M.G., 1,087cc, registered 1947, just rebuilt by Toulmin, ready for racing or fast touring, outstanding history; £450; reason for selling, parents.—Write for appointment. Box 8291. [5410

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

M.G. 1½-litre saloon, 1947, fitted Marshall supercharger, 9,000 miles since new engine, recellulosed metallic green, radio, maintained supra condition, one owner; £625.—Hewlett, 20, The Crescent, Taunton. [5876

£295 !!!—1939 drop head foursome coupe 2.6-litre M.G., magnificently fast, Telecontrols, P.100s, etc., good chassis and sound coachwork, upholstery good, hood and carpets serviceable but not so good as rest of car.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1949 M.G. T.C. sports tourer, cream with maroon upholstery; fine example of this model yet offered at a very reasonable price; part exchange and h.p.—Hamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616. [5941

1953 model Y.B. M.G. 1¼-litre saloon, 5,400 miles, chrome headlights, chrome windtone horns, demisters, etc., as new car; £800.—Tel. Balcombe, Sussex, 254. Consider part exchange with new 4-door Morris Minor. [5833

ROYS offer: 1947 T.C. M.G. 2-seater with radio, £598; 1937 T.C. 2-seater, £275; 1939 1½ sports saloon, £365; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1952 M.G. 1¼-litre T.D. roadster, grey/red leather upholstery, radio, small mileage, as new; £640; would exchange Minor saloon or similar with cash adjustment.—Southwinds, Smugglers Walk, W. Worthing. Goring-by-Sea 42131. [C4027

1949 M.G. 2-seater T.C., finished in black with green leather, the manager has just completed a tour of Cornwall in this car and covered over 1,000 miles on one pint of oil, in really excellent condition and offered with every confidence; £465.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

OPPORTUNITY.—1¼-litre 12hp M.G. saloon, registered September 1947, 6,000 miles since £270 reconditioning, genuinely mistakeable for brand new inside and outside, everything precisely right.—Speedsters, Ltd., Horley 625. (See Sports Car column.) [C4020

JACK ROSE, Ltd., M.G. agents and stockists, offer 1952 T.D., 7,300 miles, black and beige, new condition, £625; 1949 T.C., in blue, almost unmarked, £495; new models in stock, any car in exchange.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056

1939 2.6-litre M.G. saloon, magnificent order throughout, four new tyres, 40gn radio, screen demister, etc., faultless runner, looks worth £1,500; unrepeatable bargain at £595; terms, exchanges, three months' written guarantee.—Bath Road Motors (Car Sales), Bath Rd., Cippenham, nr. Slough, Bucks. Tel. Burnham 346. [5786

M.G. Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 5104. [0696/R

M.G. in good condition for cash.—Tel. Valentine 2099 or 4674. [W2018

WANTED privately, 1947/50 M.G. 1½ saloon.—"Chescombe," Cam, Glos. Dursley 2486, evenings. [5825

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [3328

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1459

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

M.G. Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0208

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [B3041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

M.G. spares for O.H.C. models from stock, valves, guides, springs, gaskets, road springs, crown wheels most types, screens, petrol tanks, wheels; exchange J.2 engines, dynamos, starters, rockers, vertical drives; M.G. Workshop Manual, 31/-, post free.—Derrington, 159/161, London Rd., Kingston 5621-2. [B1071

M.G. Spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0435/R

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2258 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

MORGAN

1938 Morgan 4/4, 2-seater, good condition; £240 or nearest offer.—L. Davis, 99, Church St., Gt. Bedwyn, Wilts. [5898

MORGAN

1953 (May) Morgan Plus 4 2-seater, 1,000 miles only, new; £750; exchange considered.—Tyrer, Newhall Lane, Preston, Lancs. Tel. 4794. [5795

1952 Plus 4 Morgan, a really first-class car, with sparkling appearance and performance, many extras, any inspection invited to Gunn, Jesmond, The Avenue, Farnham Common, Bucks. [5759

325 gns.—Morgan 4/4, 1946 2-seater, cream, red wheels, concealed hood and spare wheel; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (March) Morgan Plus 4 tourer, red-black leather, 4,000 miles only, new condition throughout, any inspection invited; 3 months' guarantee; £695.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd., The Morgan People.

WE urgently require to purchase all models Morgan cars.

WRITE, call or 'phone.

38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4969. [W4017

REQUIRED immediately, good Morgan.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 4735. [0514/R

MORGANS.—All available spares in stock.—P. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

PHILIP RICKARDS, Ltd., offer:—

1951 Morris Minor tourer, blue, 21,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

PHILIP RICKARDS, Ltd., offer:—

1952 Morris Minor 2-door saloon, blue, low mileage; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051/1

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, absolutely unmarked, taxed year, 16,000 miles; £535.

1950 Morris Minor saloon, one owner, taxed year, as new; £535.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1950 Morris Minor two-door saloon; £495.—J. Fricker, Ltd., Park 5077. [C2016

1952 Morris Minor 4-door saloon, 4,200 miles, as new; £655.—Tel. Hounslow 6473. [5880

1951 Morris Minor tourer, blue, one owner; £485.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1951 Morris Minor saloon, black, as new; £565.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1950 Morris Minor tourer, 20,000 miles, excellent condition; £475.—Dobsons, Ltd. (Morris Agents), Staines. Tel. 801. [C1074

1951 Morris Minor saloon, green, one owner, excellent condition; £545.—Dobsons, Ltd. (Morris Agents), Staines. Tel. 801. [C1074/1

1952 Morris Minor tourer, black with red upholstery, 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1949 (September) Morris Minor saloon, green, one owner, 12,000 miles, unmarked throughout; £475; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. 633. [5998

1952 (Aug.) Morris Minor tourer, 8,000 miles, H.M.V. radio, Windtones, covers, etc., as new; £565.—Newberry Cars, 19, Furze Parade, Portis Green Rd., Muswell Hill, N.10. [5991

1951 Morris Minor 2-door saloon, birch grey, beige leather, one owner, absolutely as new; £545.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1949 Morris Minor saloon, pastel green with beige upholstery, one careful owner, low mileage, excellent condition; £495.—Pantiles Service Garage, London Rd., Guildford 5526. [C3055

1952 Morris Minor saloon, blue, beige leather, 10,000 miles only, beautifully maintained by one private owner; £600.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [W1065

89 gns.—Morris Minor, 1952 saloon, black, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Morris Minor, 2-door, birch grey, 900 miles only, as new in every detail; £635; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

1950 Morris Minor 2-door saloon, maroon, one owner, mileage 19,000, carefully used and maintained, exceptional condition throughout.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2058

PRIDE & CLARKE, Ltd.—1951 (Dec.) Morris Minor 4-door saloon, black/red leather, 8,000 miles, one owner, £579; 1951 tourers, grey/beige or black/beige leather, one owner, choice 2 from £479; 1950 saloon, green/beige leather, low mileage, one owner, £489; 1949 tourer, grey/beige leather, £419; three month's guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

Morris Minor Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. [0716/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Minor Cars Wanted

CHARLES RICKARDS, Ltd., urgently require

1949—1953 cars.

56, Bayswater Rd., W.2. (Next door to Lancaster Gate Tube.) Pad. 1820. [W3090

DOCTOR requires late model Morris Minor or similar car; cash.—Box 8501. [5892

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1948 Morris 8 4-door de luxe saloon, black, with brown leather upholstery, exceptionally clean, very economical, nearly new tyres, taxed December, fitted radio; choice of 6 others in similar condition, 579 guineas.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GATEHOUSE offer:—

1938 Morris 8 4-door saloon, black, fitted with radio in excellent condition; £250.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444. [C2021

H. A. SAUNDERS, Ltd., offer:—

1947 Morris 8 saloon, black with brown upholstery, recorded mileage 31,400; £395.

836—842, High Rd., N.12. Hillside 0024. [C2027

C.M.I. CAR SALES (Pri. 6625) offer:—

1939 Morris 8 2-door saloon, black, overhauled, £275.

THREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1939 Morris 8 tourer Series E, 4-seater, good condition, taxed year; £250 o.n.o.—Abingdon 102. [5085

1937 Morris 8hp tourer, one owner, taxed, good condition; £125.—Riv. 6597, 8, St. Peter's Sq., W.6. [5720

245 gns.—Morris 8, December 1939 saloon, black, very good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Morris 8, late 1937 saloon, green; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1936 2-door Morris 8, very sound; evenings M.W.F. or Sunday mornings.—Milford, Market Place, Abridge. [5898

1937 model two-door saloon, only two owners, beautiful condition; £200 or near offer.—8, Clarence Rd., Windsor. [5810

1948 (Nov.) 4-dr. sal., leather, one owner, indistinguishable from new; £590.—45, Colindeep Lane, Hendon. Col. 5777. [5645

1947 Morris 8 Series E 4-door saloon; £395.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube). [C2050

1947 Morris 8 saloon, black with brown upholstery, new engine recently fitted; £355.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£375.—Morris 8 4-door saloon, black, first registered December, '47, excellent condition, bargain.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [5281

1937 Morris 8hp 2-seater, in exceptional condition throughout; £175 or £75 deposit, balance over 12 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [5975

S.G.A. MOTORS, Morris 8 specialists, always have a good selection of saloons and tourers, all of which are thoroughly checked in our workshop and carry a 3 months' guarantee; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive.

S.G.A. MOTORS, 14, Atherstone Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 3208. [C4065

Morris Eight Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1946 Morris 10 saloon; £350.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [5977

1938 Morris 10 sun saloon, recellulosed black, engine reconditioned.—Henley-on-Thames 1059. [5755

1938 (June) series 3 Morris 10/4 sun saloon, exceptional condition; £275.—Cranmore, Potters Bar 2040. [C1062

1946 Morris 10, overhauled, ex. cond., extras, no dealers, no offers; £350.—O. Brunt, Eastergate 50. [5885

1948 Morris 10 saloon, in excellent condition; £460.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1946 (March) Morris 10 4-door six-light sun saloon, black, brown leather, loose covers, beautifully maintained; taxed year; £575.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1938 Morris 10 saloon, excellent condition; bargain at £225.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

£195 !!! 1937 Morris 10 de luxe saloon, excellent bodywork, very clean inside and out; choice 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£265 !!!—Morris 10 series M saloon, 1939, full de luxe with real leather interior, sunshine roof, etc., good engine, comprehensive overhaul to gear box and back axle, original cellulose and upholstery, head lining and mats slightly below par.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN

395gns.—Morris 10, November, 1948 saloon, grey, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS TWELVE

MORRIS 12, 1937, good appearance, well maintained; £165 or near offer.—15, Heath Lane, Little Sutton, Cheshire. Hooton 2429. [5794

MORRIS EIGHTEEN

£119!!! Morris 18 saloon, blue/black, sound body and engine, nearly new tyres; terms, exchanges.—Great Western Motors (London), Ltd., Bishops Bridge Rd., W.2. Ambassador 1061. [5990

MORRIS OXFORD

CAR MART, Ltd.

1953 Morris Oxford saloon, heater, 3,000 miles; £755.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

ROUNDABOUT offer:—

1949 Morris Oxford black saloon, first-class condition throughout; £545.

ROUNDABOUT GARAGE, Western Avenue, Greenford, Middx. Waxlow 1071-5. [C3058

H. A. SAUNDERS, Ltd., offer:—

1951 Morris Oxford saloon, black with brown upholstery, heater, recorded mileage 15,600; £655.

836—842, High Rd., N.12. Hillside 0024. [C2027

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1952 (May) Morris Oxford saloon, black, maroon upholstery, heater, 14,000 miles, one owner, practically a new car; £695.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1949 Morris Oxford, black and fawn leather, low mileage, in splendid condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1952 (May) Morris Oxford saloon, black, red leather, heater, 14,400 miles, one owner, immaculate; £715; trade enquiries invited.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

MORRIS OXFORD, June 1952, grey, 10,000 miles, excellent condition; £665.—Cole, Malt House, Hawley, Camberley, Surrey. [5799

1951 Morris Oxford, 15,000 miles, fitted heater, beautiful condition; £595.—Blue Star Garage, 364, Kensington High St., W.14. [5697

1949/50 Morris Oxford saloon, in superb condition, one owner, green, beige upholstery; £575.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1951 Morris Oxford saloon, black, brown leather, heater, any inspection invited, three months guarantee; £635.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vanoyse 1166. [C4034

1952 (July) Morris Oxford saloon, 8,000 miles only, spare unused, one owner, finished black, red leather, heater, loose covers, link mats, taxed December; £675, trade enquiries welcomed.—Motourista (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C3018

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. [0717/R

£650 cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

MORRIS Six, 1950, H.M.V. radio, loose covers, etc., immaculate throughout; £495.—Value Cars, 362, Upper Richmond Rd., S.W.14. Prospect 7520. [5932

£495!!!—Feb., 1950, Morris Six saloon, black/red leather, heater, etc., most attractive bargain.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C4035

Morris Six Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454. [0675/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Morris cars, 38-52. Dudden Hill Lane, N.W.10. [W4017

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

MORRIS in good condition for cash.—Tel. Valentine 2098 or 4674 [W2018

HATTONS will buy post-war Morris models; distance no object.—Ford St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

H. F. EDWARDS urgently require good Morris for immediate cash, distance no object.—Details please to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/8574. [0542/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High St., S.W.17. [0521

OLDSMOBILE

ACRES offer:—

1948 Oldsmobile 6 hydramatic saloon, finished in fawn and maroon with grey cord upholstery complete with seat covers, heater and radio and many extras; this magnificent vehicle has been beautifully maintained and is in spotless condition throughout; first £865 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0217/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 5366/4944. [0526/R

195gns.—Opel Cadet, 1958 (registered 1940), Master series 4-door saloon, black, I.F.S., very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc., crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240

PACKARD

1937 Packard 120 Pullman limousine, f.f.o.s., division, good condition, taxed.—Gardiner, Trethill, Antony, Torpoint, Cornwall. [5663

1937 Packard super eight saloon, blue, completely overhauled and in immaculate condition; £350.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [5974

£375.—December, 1939, Packard Super-eight 7-seater saloon, privately owned, chauffeur maintained; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

PACKARD Model 1600, 1938, 6-str. saloon, has run 500 miles since engine reconditioned, bills available, genuine 46,000, ex. cond., inside and out; reasonable offer wanted.—Edgware 4476; evs. Watford 6156. [6033

295gns.—Packard 8, 1938 34hp touring saloon, black, fawn upholstery, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

LIMOUSINE, super-32hp 1937, deluxe coachwork, black, forward occasionals, delightful condition, carefully maintained, reasonable cost.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903 [W4015/R

JOE THOMPSON (MOTORS), Ltd., buyers of Packard, 97, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATERS privately owned Limousine required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PEUGEOT

1951 Peugeot model 203 R.H.D. saloon, ivory and black, overdrive, sun roof, loose covers, heater, turbo wheel discs, etc., exceptionally smart with an outstanding performance, including road holding, steering and braking up to the finest Continental standards, condition extremely good throughout; £895; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

PLYMOUTH

1950 (December) Plymouth special de luxe, one owner, 30,000 miles, extras; £945.—Gibson, Loughton 729 after 7 p.m. [5934

PONTIAC

1939 Pontiac 6 saloon, steering column gear change, excellent order; £210.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m. to 7 p.m. [C1030

PONTIAC

1948 Silver Streak Pontiac 8 cylinder, left-hand drive, two tone green, loose covers, heater, 28,000 miles; £725.—49, Warrior Square, St. Leonards-on-Sea. [5899

BARGAIN, £1,500!!!—Pontiac 4-door de luxe saloon, hydromatic gear change, fitted radio, heater, etc., attractive duo-green colour, 1951, very low mileage, has had one owner, faultless condition.

STAR MOTORS, Lower Henley Rd., Caversham, Reading. Tel. Reading 72753. [5971

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars".—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. [0629/R

RACING CARS

COOPER Mk IV with Mk V modifications, complete with engine and gear box, spares worth £50, thoroughly prepared; £295, o.n.o.—Box 8493. [5860

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula "!" racing cars. [0821/R

PERFORMANCE CARS stock a selection of vehicles suitable for competitions, including 2-litre H.W.M. Alta 2-seater; 1,496cc Tojeiro M.G., Ardun Allard streamlined 2-seater; details of Formula 2 and 3 available upon request. See also under "Sports Cars." [C3041

RAILTON

RAILTON 1937 29hp saloon, taxed; £150 or exchange open car.—Box 8506. [5922

£150.—Railton drop head coupe, very clean car; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

£350.—Railton drop head coupe, splendid order, new tyres; offer wanted.—135, Cricklewood Broadway, N.W.2. [C2022

£150.—1937 29hp saloon, taxed, would exchange open car.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001 [5920

MAJOR J. P. S. BARBER, 19, Sussex Mews east, W.2, Paddington 8639 (night Bayswater 6753).—All models available and wanted [5778

1946 Railton drop head coupe, £665.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

ALONE MOTORS (LONDON), Ltd.—second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1, and 24, North Side, S.W.18. Tel. Vandyke 5181. [0355/R

RAILTON 1934 Straight Eight saloon, dark green, 29hp, very fast and powerful car with superb road holding, 17-20 mpg when cruising at 50-70 mph, brakes good (recently relined, etc.); Telecontrol shock absorbers, sound and excellent engine; £125, any trial.—P. M. Barker, "Grove Leigh," Whitehouses, Retford, Notts. Tel. 165. [5840

1938 Railton Straight Eight Fairmile drop head Foursome, black with grey hood, everything spotless, special suspension with anti-roll stabilizers, hydrotelecontrols and Newton shock absorbers, special high compression head, radio, Fram, Oilcoil, musical horns, 48,854 miles recorded; £385.—Speedsters, Ltd., Horley 628 (see "Sports Car" column). [C4020

Railton Cars Wanted

PERFORMANCE CARS urgently require Railton drop heads.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656 [0421/R

1949 Renault 4-door, taxed, 2 owners only; highest offer above £350.—Box 8491. [5847

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, offer:—

1939 26hp 6-str. roomy saloon, completely overhauled; £250.

1937 18hp 6-seater, sun saloon, black, taxed; £175. [0126/R

GUY ALFREDS & Co., Ltd.—1949 Renault 8 saloon, 1953 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 Renault 760 saloon, good condition, taxed; £895, terms and exchanges.—S. F. Erskine & Sons, Ltd., Woking 330. [C2051

1953 Renault 750 saloon, metallic blue, 5,000 miles, absolutely as new, taxed year, seat covers; £585.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1953 (May) Renault 750cc saloon, taxed year, delivery mileage only; £600 or exchange; h.p.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057. [5915

1950 750cc Renault saloon, in blue, exceptionally economical and magnificent performance; £450; exchanges, deferred.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Croydon 4600-4632. [5064

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [0127/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RENAULT in good condition for cash.—Tel. Valentine 2000 or 4674. [W2018

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

SCOTT CARS offer:—

1952 Riley 2½-litre, radio, heater, 14,000 miles, as new; £1,085.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7100/8676. [C4076

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

ELITE MOTORS offer:—

1946 Riley 1½-litre saloon, black, brown leather, excellent coachwork and mechanical condition, fitted with radio and sun roof; £525.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

BOON & PORTER, Ltd.

DISTRIBUTORS.

1953 series 2½ saloon, green, heater, 7,000 miles, new condition throughout; £1,195.

1950 (June) 2½ drop head coupe, Riley heater, 26,000 miles, sold and serviced by us to 25-years' Riley enthusiast, its only owner; £925.

1947 1½ saloon, black, 21,000 miles, exceptional car; £595.

1949 2½ saloon, black, radio, heater, recorded 16,000 miles, serviced by us; £745.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1947 Riley 1½-litre saloon, maintained regardless; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

MONTROE MOTORS offer:—

1937 Riley 9 saloon maroon, preselector, body a bit rough, cheap; £145.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [5968

GUY SALMON AUTOMOBILES offer:—

1949 Riley 1½-litre saloon, green/green leather, very good condition; £775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

‼ Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1951 Riley 2½-litre saloon, 19,000 miles, black, one owner, radio, heater; £995.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3548 [0079/R

£175—1935 Riley 1½-litre sports saloon, in very clean condition throughout; £75 down.—Below.

£245—1937 Riley 9 streamlined sports saloon; bills available for £130, £90 down.—Brav Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£585—1946 (September) Riley 1½-litre saloon, black/green upholstery, recorded mileage 32,000, one owner.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

£225—Riley 9 Lynx sports tourer, tip-top mechanically, tyres as new, bodywork excellent, a 1934 in 1946 condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50yds Holland Park Tube). Exhanges; h.p. [C1017

1950 (Dec.) Riley 1½-litre saloon, green, with green leather, one owner, 22,000 mls., looks 5,000 mls.; £850.—Below.

1949 (Aug.) Riley 1½-litre saloon, black, with brown leather, 25,000 mls., as new; £775.—Below.

1947 (March) Riley 1½-litre saloon, black, with red leather, 34,000 mls., in 1950 condition throughout; £625.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5481

1950 2½-litre Riley at £795.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 Riley 2½-litre saloon, magnificent, guaranteed; £575; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4058

RILEY 12/4, 1935, first-class condition, any trial, black with brown upholstery; £185 o.n.o.—Bushey Heath 2577 evenings. [5836

1937 Riley Kestrel 1½-litre sports saloon, finished red, one owner, excellent history, maintenance bills available; £275, no offers.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. [5944

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube), Sloane 8326, offer the following Rileys:—

£255—1937 1½-litre touring saloon, a really splendid car, super appearance, taxed December.

£285—1937 Monaco 9hp 6-light saloon, immaculate order throughout, similar to the car advertised last week which evoked so much interest.

£235—1936 Merlin 1½-litre, good history, excellent coachwork, fine performance, taxed December.

£185—1935 Lynx 1½-litre 4-seater sports, excellent runner, shabby interior; we will renovate to customer's specification at cost.

£145—1935 Monaco; we have a choice of several of these fine little cars all in excellent condition.

MANY others from £55 and all with written guarantee.

AS we sell Rileys only we can offer you the best price for yours.

1938 Riley Kestrel 1½-litre saloon, one owner only, very good condition; £325; p. exchange; h.p.—The Bucks Motor Co., Ltd., Aylesbury 164/5. [5726

1949 Riley 1½-litre sal., black/red, one owner, serviced from new by our works; £750.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [C3043

1938 (May) Riley 1½-litre Adelphi saloon, excellent original condition throughout, free-wheel/overdrive, engine recently overhauled; £325.—Mit. 3514. [6043

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

RILEY

NAYLOR & ROOT.—1949 Riley 1½ saloon, black, brown hide, heater, very attractive; £775; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAMDEN MOTORS.—Riley 1½-litre saloon, 1947, fitted radio, whole car in completely original condition and in really outstanding order mechanically; £595.

CAMDEN MOTORS.—Riley 1½-litre saloon, 1949, maroon and black, 22,000 miles, one owner and practically unblemished; £775.

CAMDEN MOTORS.—Riley 1½-litre saloon, June, 1950, fitted heater, serviced every 2,000 miles by distributors on behalf of very fastidious enthusiast owner, original tyres just replaced by new set of Avons; £845.

CAMDEN MOTORS.—Riley 1½-litre Nuffield saloon, 1939, very bright looking car, similar in many respects to post-war model, fitted discs, etc., usual exhilarating Riley performance; £345.

CAMDEN MOTORS.—Riley 1½-litre Kestrel 6-light saloon, 1937, special series engine (reconditioned last year), most attractive lines and general appearance; £295.

CAMDEN MOTORS.—Riley 2½-litre saloon, 1950, bronze with red leather, exceptional specimen, one owner since new and in practically faultless mechanical order; £845.

CAMDEN MOTORS.—Riley 2½-litre saloon, late registration 1951 model, this car shows no signs whatsoever of any appreciable use, condition throughout can literally be described as immaculate, very low mileage model; £995.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1951 (July) Riley 1½-litre saloon, radio, small mileage, beautiful condition; £950.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2025

1950 (Oct.) Riley 2½-litre saloon, black/red leather, one owner, low mileage, fitted heater and numerous extras; this year underwent complete chassis overhaul, costing £246; £895.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [C4040

295gns.—Riley, September 1936, 1½-litre Kestrel sports saloon, ivory and black, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

165gns.—Riley 9, December 1935, Kestrel sports saloon, black, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

JACK ROSE, Ltd., offer 1952 Riley 1½ black and beige saloon, 12,000 miles, as brand new, underseal, screen washers, etc.; 1950 2½, almost spotless, £835.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

ROYS offer 1937 Riley 9 Monaco saloon, £215; 1935 Riley 9 Monaco, £160; 1936 Adelphi saloon, £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station). Euston 2700 and 6894. [C3059

1951 (Nov.) Riley 2½-litre saloon, black, green leather, heater, 16,000 miles, one owner, supplied and serviced by us; a first-class example; £925; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

1947 Riley 1½-litre saloon, radio, £200 recently spent on complete overhaul by Riley distributors, reconditioned engine, excellent condition, immaculate appearance, special new tyres; £550.—Cavendish Motors, Cavendish Rd., N.W.6. Wil. 0046-7. [5985

RILEY Kestrel 12/4, 1½-litre, finished in grey with green interior, really beautiful example of this highly desirable model; you will not find a better one.—Ring Burnham 346. Terms, exchanges; three months' written guarantee. Bath Road Motors (Car Sales), Bath Rd., Cippenham, nr. Slough, Bucks. [5797

1950 (April) Riley 1½-litre saloon, H.M.V. radio, heater embellishers, wind screen washers, twin flame throwers, loose covers, Windtone horns, etc., unblemished appearance, superb mechanical condition, free after sale service.—Harold Simons, Ltd., Ditton; £825; usual h.p. facilities; three months' written Simons Corner, 397-401, High Rd., E. Finchley, N.2 (junction Great North Rd. and North Circular Rd.). East Finchley Tube Station 5 minutes. Fin. 0052/55.

Riley Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

RROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GUY SALMON AUTOMOBILES

PURCHASE Riley.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [W4001

REALLY good second-hand Riley required.—Cobb, 30, Harley House, N.W.1. [W1086

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3006

YORKSHIRE.—The Riley buyers. Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

PRIVATELY owned 1946-8 Riley 1½-litre wanted.—27, Middleton Rd., Sudbury, Suffolk. [5845

C.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

BLAKES Riley distributors will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

REQUIRED immediately, good Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2009

WANTED 1½-litre Riley, 1950-53, must be first-class condition.—Knightsbridge Motors, Ltd., Sloane 4086. [W2063

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W3059

LOW mileage late 1952 or 1953 Riley 2½ saloon wanted privately.—165a, Hoe St., E.17. Larkswood 1707. [5851

Riley Cars Wanted

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object.—Details please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2008

Riley Spares and Service

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

AROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67 [8149

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

ROLLS-ROYCE

HROH. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Rolls-Royce James Young touring limousine, blue with grey hide, 19,000 miles; £5,250.

1950 Rolls-Royce Freestone and Webb touring limousine, green with beige hide, 45,000 miles; £4,250.

1949 Rolls-Royce James Young R/E sports saloon, black with blue hide, recent overhaul; £4,250.

1949 Rolls-Royce Park Ward sports saloon, black with blue hide, 16,000 miles; £3,950.

1939 Rolls-Royce Wraith Hooper limousine, black with hide and cloth upholstery, 81,000 miles; £1,950.

1934 Rolls-Royce 20/25 Mann-Egerton sports coupe, blue with blue hide, 86,000 miles; £995.

1933 Rolls-Royce Phantom II Thrupp and Maberly o.h.c., grey with grey hide; 57,000 miles; £950.

WE are interested in the purchase of Rolls-Royce cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052

CMCAR MART, Ltd.

1939 Rolls-Royce Park Ward sports saloon, black and grey with beige upholstery, guaranteed; £1,975.

1938 Rolls-Royce 25/30hp Thrupp & Maberly landaulette, black with fawn upholstery, guaranteed; £1,195.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [C1059

RIPPON.

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RIPPON BROS. Ltd.,

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

PB Ltd., offer:—

1936 25/30hp Rolls-Royce Mulliner sports saloon with boot, black with blue leather upholstery.

1935 20/25hp Rolls-Royce Utility, black and dark blue with dark blue leather, splendid opportunity for purchaser of such a car.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C5055

B. J. HUNTER, Ltd., offer:—

1933 Rolls-Royce 25hp saloon, attractive body; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TAYLOR & CRAWLEY offer:—

1939 Rolls-Royce Wraith (WHC) Mitred Edged sports saloon by Thrupp & Maberly, 1,000 miles since complete overhaul by authorised specialist, owner-driver car of great appeal; £1,995.

1934 Rolls-Royce 20/25 (GNC) sports saloon by Hooper, grey and black/maroon leather, good history; £675.

ROLLS-ROYCE 20hp, fine old car with Hooper limousine body; £200.

48, Kensington Court, W.8. Western 6015. [C4056

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers, offer early delivery of new cars with standard and special coachwork; also the following used cars from their selection:—

1953 Silver Wraith Hooper touring limousine left-hand drive with automatic gear box, under 6,000 miles, one owner.

1951 Silver Wraith James Young sports saloon with division, 14,000 miles, one owner.

1950 Silver Wraith enclosed drive limousine by Park Ward, face-forward extra seats, one owner, 32,000 miles.

1937 (April) 25/50 owner-driver saloon by H. J. Mulliner (no division), only 41,000 miles, one owner.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5050

‼ Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1949 Silver Wraith, fitted with owner-driver saloon by H. J. Mulliner, painted black with blue upholstery, mileage 26,000; price £3,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

SWANMORE GARAGE offer:—

PHANTOM II Rolls-Royce by Gurney Nutting, irresistibly attractive lines.

PHANTOM III Rolls-Royce 7-seater by Freestone & Webb.

20-25 Rolls-Royce shooting brake, an exceptionally fine vehicle.

20 hp Rolls-Royce shooting brake, equally attractive; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

MASCOT MOTORS, Ltd., offer:

1938 30hp Park Ward convertible sports saloon.

1937 30hp T. & M. semi-razor-edged sports saloon.

1935 25hp Park Ward special saloon with division.

1934 25hp Hooper sports saloon.

1933 40/50hp with new shooting brake body.

1932 40/50hp Freestone & Webb sports saloon.

1930 25hp T. & M. fixed head fourrome coupe.

WE are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

1934 Rolls-Royce 20/25 black limousine, 7-seater by Barker, good condition; offers.—Box 8482. [5603

HEARSE, new 1953 Bearer, partitioned De-luxe body, seating six, on 1935 25hp Rolls. Inspection at: STATION Approach, Kew Gardens, Surrey. Alpe and Saunders (Coachbuilders), Ltd. Richmond 1161. [5778

£395—25hp 7-passenger limousine, leather upholstery.—Lawton-Goodman, 56, North Audley St., W.1. [C2022

20 hp Mulliner tourer, in really beautiful condition; offers over £225.—67, High St., Bushey. Tel. 1857 after Sunday. [5851

1930 25hp Rolls-Royce owner-driver saloon, one owner since new, original registration book; £375, terms arranged.

1934 25hp Rolls-Royce Hooper saloon, with boot.

1936 25hp Rolls-Royce Hooper sports saloon, almost faultless mechanical condition, altogether a superlative example.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1939 Rolls-Royce Wraith saloon, electric division, perfect condition, body by Hooper, full particulars.—Box 8502. [5904

ROLLS-ROYCE Wraith, perfect condition (chauffeur driven), 1959; nearest offer to £1,900.—J. F., 19, Daneland, East Barnet, Herts. [5565

1911 Silver Ghost sports tourer, in good condition, all drivable anywhere; £160.—Groves, 118, Hinckley Rd., Nuneaton 3067. [5681

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5360

1937 Rolls-Royce 25/30 black limousine 7-seater by Thrupp & Maberly, immaculate condition, 26,000 miles (guaranteed), recent complete overhaul; offers.—Box 8483. [5804

WALTER SCOTT, Ltd.—1937 30hp Park Ward limousine, black, low mileage, exceptional; £950.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

FOR sale, Rolls-Royce Phantom III saloon 1938, 51hp, 35,700 miles, Sedanca-de-Ville body by H. J. Mulliner & Co., Ltd.; superb condition, colour black; price £1,500.—Write Box 8371. [5646

1934 Rolls-Royce 20/25 sports saloon, black, blue leather, outstanding example, one owner up to 1951; £745.—Clarke & Simpson, Ltd., 49, Sloane Square, S.W.1. Sloane 4727. [C1048

1933 Phantom 2 Continental touring saloon by Thrupp & Maberly, fine condition, engine not yet run in after complete overhaul; £450.—Automo, Ltd., Hampstead 3430. [5981

1933 4/4 20/25 R.-R. 2-door saloon by Barker, one owner, 72,000 miles, serviced by R.-R., beautiful chassis; £700 or offer.—Hills Garage, 3 & 5, Emmanore Mews, Kensington 4020. [5731

ROLLS-ROYCE and Bentley, all types offered at rational prices; inspection invited.—Frank Dale, 61, Lancaster Mews, Lancaster Gate, W.2. (2 mins. Lancaster Gate Tube Station). Tel. Padindgton 4691. [C1067

HEARSE, 1934 SK Series, Phantom II fitted partitioned 6-Bearer Deluxe Coachwork, exclusive equipment, exceptional value. £965. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

1934 Phantom II Continental sports saloon by Thrupp & Maberly, RY series, genuine low mileage; available at the end of July.—Full details from The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

1951 Silver Wraith Park Ward 6-light saloon, registered in March, 1951; upswept wing model, colour light grey, a most beautiful car in lovely condition; £4,400.—J. B. Townley, Bilsborough Hall, Bilsborough, Nr. Preston, Lancs. [5376

ROLLS-ROYCE Silver Wraith Park Ward saloon, August, 1949, one owner, chauffeur driven, recently passed 100% by Rolls engineer, guaranteed genuine mileage 17,000; £3,700.—Station Garages, Ltd., Scarborough. Tel. 1245. [5950

ROLLS-ROYCE

OWNER-DRIVER 50hp, GGR/1936, 4-light Barker saloon without partition, swept tail, concealed boot, mileage 19,000, leather throughout, carefully maintained, excellent history. £1280.

LIMOUSINE 1953/25hp partitioned Hooper, black, forward occasionals, leather, carefully maintained. £495.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasionals, black, rear boot, lavishly equipped, beautiful lines, mileage 44,000, two private owners. £695.

10,000 tioned Limousine, black, forward occasionals, lavishly equipped, really beautiful condition throughout, exceptional opportunity. £1485.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair-2941. [C1006

VINTAGE AUTOS.—Rolls-Royce and service repairs under the direction of Mr. E. Louis (late service manager Jack Barclay, Ltd.); we always have an ever-changing selection of good pre-war Rolls at competitive prices.

OPEN for inspection till 10 p.m. seven days a week.

66 London Rd., Tooting. Tel. Mitcham 3951. [C4039

£385—Phantom II 7-seater, 1955, excellent mechanical condition, semi-swept body by Thrupp & Maberly, leather, fittings, interior lightings, winding division, perfect, a really good car.—Williams, Thorpe House, Thorpe, Egham, Surrey. Chertsey 2189. [5861

1948 (July) Rolls-Royce Silver Wraith, fitted with Mulliner Sedanca de Ville, additional seats, radio, heater, mileage 18,000, completely overhauled by Messrs. Rolls-Royce and fitted with 1953 modifications, not used since; list price £7,300; price £5,950.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [C3040

£699!!—Rolls-Royce 20/25 owner-driver sports saloon, magnificent chassis and beautiful bodywork by Thrupp & Maberly make this vehicle highly desirable and no one could possibly believe this vehicle to be 19 years old, very modern looking, in magnificent condition and chassis recently had £250 overhaul and cannot be faulted; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. (Finchley 6221. (East Finchley Underground.) [C2052

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869 St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

1925 to 1935 Rolls required, in any condition.—26, Queensgate Mews, Kensington, S.W.7. [5775

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A&S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A&S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18 Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [S1092/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0614/R

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [S3030/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69 Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

ELITE MOTORS offer:—

1938 Rover 10 4-door de luxe saloon cellulosed in black, exceptionally maintained vehicle; £285.

1937 Rover 10 4-door de luxe saloon, black brown, exceptionally good mechanical condition, any trial; £245.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

1940 model Rover 10, very good condition throughout; £375.—207, Castle Drive, Pevensey Bay, Sussex. [5685

BRUTONS, Ltd.—1940 Rover 10 saloon, 37,000 miles genuine, as new, taxed.—13-14, Osten Mews, Emperors Gate, S.W.7. Fremantle 0342. [C1026

1939 Rover 10 de luxe saloon, absolutely unmarked; £425; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

ROVER 10

1940 Rover 10hp saloon, black/red leather, in exceptional condition throughout, excellent condition throughout, excellent mechanically; £395.

COLE'S GARAGES, Wurple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0125-6. [C1054

£350 1938 Rover 10 saloon, very carefully used, condition equal to post-war cars.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028/1

£275—Rover 10hp 1938 2-door, black, good condition, taxed, new tyres, uses no oil; offers.—Barker, 98, Wylde Green Rd., Sutton Coldfield. Sut. 4995. [5914

ROYS offer:—1936 Rover 10 saloon which you will be proud to own; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station). Euston 2700 and 5894. [C3069

CAMDEN MOTORS.—Rover 10 saloon de luxe 1939, late registration car, one change of ownership since new, very good condition all round, no blemishes on coachwork, leather interior neat, tidy and nicely maintained, quiet but lively little engine, oil consumption negligible, performance generally would indicate a car of much greater horse power, £395; also a 1940 saloon de luxe and a 1938 special sportsman's saloon, rear boot model.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ROVER 12

HENDON CENTRAL GARAGE, Ltd., offer:—

1946 (November) Rover 12 4-light sports saloon, taxed year, immaculate condition; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2054

£565!!!—1947 Rover 12 de luxe saloon, excellent bodywork, beautiful interior, chassis 100%; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

RARE coveted specimen.—1936 close-coupled 12hp 4-door sports saloon, grey, very low mileage, exceptional condition, taxed.—Hendon 9498. [5705

COUPE foursome d.h. 12hp, immaculate, as new, 30 mpg, many extras, low mileage; £600.—111, Shirley Drive, Hove, Brighton 56259. [5935

JAYLOR & ROOT.—1947 Rover 12 sports saloon, black/brown hide, exceptional condition throughout; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAMDEN MOTORS.—Rover 12hp sports saloon 1939, coachwork resprayed for first time March, 1953, attractive looking car, smart lines and elegant leather upholstery, economical and very satisfying performance; £595.

CAMDEN MOTORS.—Rover 12hp saloon 1947, late property of local bank manager (now retired and running smaller car), this car has been known to us since new and all details of servicing and overhauls are available; £595.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ROVER 14

ROVER 1937 14hp saloon, good modern appearance, discs; £265.—Kimpton (Herts), 285. [5875

£315—1939 Rover 14 saloon, really clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

CAMDEN MOTORS.—Rover 14 sports saloon 1938, a handsome car, similar in most respects to post-war series, sound coachwork and original cellulose in Rover grey, fitted discs, etc.; £375.

CAMDEN MOTORS.—Rover 14 saloon de luxe, January 1947, fitted heater, screen demisting, passlights, dual windtones outstanding mechanical order; £595.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

£555!!! Registered 1947 Rover 14 de luxe saloon, bodywork magnificent, interior beautiful and chassis 100%; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

LATE 1936 Rover 14 4-door 6-light saloon, excellent condition, mileage 30,000, not used during war years, regularly serviced, recently overhauled at cost of £250, taxed year and insured, any trial; £245.—Box 8459. [5755

ROVER 16

1938 Rover 16 sports saloon, H.M.V. radio, heater, screen washers, etc., one titled owner, beautifully maintained and in post-war condition; £395.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5670. [C1014

ROVER 20

1938 Rover 20 sports saloon, one titled owner; £245; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

GUY ALFREDS & Co., Ltd.—1937 Rover 20 sports saloon, 1952 condition.—6-7, Warren St., W.1. Euston 5266. [C1005

BRUTONS, Ltd.—1938 Rover 20 saloon, black, cream interior, excellent condition, heater, taxed; £395.—13-14, Osten Mews, Emperors Gate, S.W.7. Fremantle 0342. [C1026

ROVER 60 & 75

CAR MART, Ltd.

1951 Rover 75 P4 saloon, heater, 18,000 miles, £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1056

R. F. FUGGLE, Ltd.

1951 Rover 75 P.4 saloon, one owner, 7,000 miles (genuine), colour black, carefully maintained since new; £1,175.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Rover P4, green with grey leather, one owner, 24,000 miles; £1,045.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1953 10 days old Rover 75 saloon.—Weybridge 600. [C4025

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

BROOKLANDS: Individuality, new and used cars.

FIRST registered January, 1952, Rover 75 saloon.

1950 Rover P4 saloon, 15,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1948 Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.

1950 Rover P.4 sal., blue, radio, ex. cond., mileage 23,000. £975.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [C4029

1952 (July) 75 saloon, black with red leather, 18,900 miles; £1,195.—J. Fricker, Ltd., Park 5077. [C2016

1951 Rover 75 P4 dark green saloon, low mileage, one owner, extras, sun roof, H.M.V. radio, £1,150, or offer.—Tel. Ruby 2504. [5685

£755 !!! 1948 (late) Rover 75 de luxe saloon, in spotless condition just as a Rover should be; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

CAMDEN MOTORS.—Rover 75 saloon, 1951, P4 model late registration, colour green, 14,000 recorded miles, looks considerably less; £1,095.

CAMDEN MOTORS.—Rover 75 sports saloon, September 1948, fitted H.M.V. radio and heater, grey/red leather, recent overhaul by Rovers, superb order, £795.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1952 Rover 75 saloon, 9,000 miles, heater, immaculate condition throughout; £1,295.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [C3045

1952 (July) 75 saloon, green with grey leather, one owner, 8,500 miles; £1,295.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [C3030

1948 (June) Rover 75, taxed Dec., one private owner, heater, sun roof, etc., well maintained and in good condition; £775.—Ken. 6726 or Mil. 3007. [6048

1948 Rover 60, one owner, 22,000 miles, perfect condition throughout; £765; terms, part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1948 Rover 60, immaculate throughout, one owner, 22,000 miles, black, brown leather upholstery; £745.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035/1

1953 (May) Rover 75 saloon, finished green, negligible mileage, in new condition throughout; £1,395; trade and part exchange enquiries invited.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

1952 (Feb.) Rover P4, this car has been used only for demonstration purposes by Rover main agents, fitted radio, rimbellishers, screenwashers, etc., mileage 14,600, guaranteed; £1,250.—Cox's Motors, Conduit St., Leicester 60319. [C1059

1950 (July) Rover P4, in exceptional condition, one careful owner has maintained this car to maker's recommendation, exterior and interior without blemish, colour black with green upholstery; £985.—Cox's Motors, Conduit St., Leicester 60319. [C1059

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-class grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

1953 Land-Rover 16hp, nominal mileage, road only, heater; offers.—Box 8505. [5918

GUY ALFREDS & Co., Ltd.—Land-Rover, 1949/50—6-7, Warren St., W.1. Euston 3268. [C1005

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), wish to buy Land-Rovers.—South Woodford, E.18, Wanstead 0056. [W2039

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 3444.)

DEPOTS at.—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd. England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover Specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

1937/38 Rover sports saloon, coachwork in very good condition; £250; exors. sale.—Vicram 7286 after 6 p.m. [5765

Rover Miscellaneous Cars Wanted

ROVER 1949 75 model saloon required, under 20,000 miles.

ARNOLD O. WILSON, Ltd., Regent St., Leeds, 2. Tel. 34681 (5 lines). [4795

LOW mileage post-war Rover wanted.—Bloxham, Whiteweb, Chalfont St. Peter, Bucks. Pinner 494. [W1095

Rover Miscellaneous Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase Rover cars.—105, Park Lane, W.1. Grosvenor 3454. [0971/R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD) Ltd

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

BLAKES, Rover agents, will purchase any Rover car.—110 Bold St., Liverpool, 1. Tel. Royal 6622. [7736

£1200 cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R

LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albin's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripp eway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester 8. Tel. Blackfriars 2302. [0555/R

SIMCA

£525 !!—1948 (registered 1951) 1,100cc Simca 4-door sports saloon, very small mileage, 35mpg and 75mph, taxed.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

SINGER

CAR MART, Ltd.

1948 Singer 10hp saloon, 14,000 miles; £495.

1947 Singer 9hp roadster, guaranteed; £395.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

COACHCRAFT offer:—

£475 !—1951 model Singer 1500 saloon de luxe, carefully used and in very good order throughout; 3 months' guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

B. J. HUNTER, Ltd., offer:—

1951 Singer S.M. saloon, well-kept car; recommended; £595.

1948 Singer 10, saloon, one owner; bargain, £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

H. M. BENTLEY & PARTNERS Ltd., offer:—

1951 Singer S.M.1500, one owner, 15,000 miles; £585.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

£175.—1938 Singer 12 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

£325.—1947 Singer 10 de luxe saloon, superb condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009/1

1951 Singer sports 4-seater, guaranteed 15,000 miles, 1.f.s., £485.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4051

1947 Singer sports; £375; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048

1939 Singer 9 sports, black/red, new tyres and hood, good all-round condition; £210 or highest offer before July 27.—Harpenden 3595. [6042

1938 Singer 9 Bantam saloon, in good condition throughout, 4 brand new Goodyear tyres; £150.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

1951 (August) Singer roadster 4AB, grey, one careful owner's second car, 10,500 miles, exceptional condition; £495.—Park House, Park Chase, Harrogate 2134. [5713

NAYLOR & ROOT.—1951 Singer 1500 saloon, blue, beige hide, radio, heater, low mileage; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 (April) Singer roadster, in immaculate condition, colour blue, mileage 15,000; £500, h.p., terms.—Johnsons Motors, Quorn Rd., Rushden, Northants. Tel. 5181. [6015

JACK ROSE, Ltd.—1952 (April) Singer 1500 saloon, absolutely like brand new, only 12,000 miles, a genuine car; accept £695.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C5056

1937 Singer sports saloon, reconditioned throughout, enthusiast's car; £245; part exchange terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048

1939 Singer Bantam 9hp saloon, black, exceptional condition; £215; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

£625 !!!—Singer SM.1500 saloon, 1951 model, immaculately finished in Comet blue, fitted heater and seat covers, faultlessly maintained; also a 1949 one-owner saloon, in black, at £495.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 Singer roadster, grey, red leather upholstery, speedometer reading 8,000 miles, in perfect condition throughout; £499, terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. 655. [6000

SINGER

1936 9hp Singer saloon, thoroughly reliable, brakes, steering, recently overhauled, good tyres, taxed, sole reason for sale owner going abroad; £110.—47, Plough Rd., West Ewell, Surrey. [5749

625 gns.—Singer 1500, 1952 model saloon, fawn, heater, 13,000 miles, unused spare, exceptional condition, cost £1,150; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIVATE owner offers 1951 Singer sports roadster, 4-str., 17,000 genuine, silver gun metal with scarlet leather upholstery, sliding glass side panels, 1952 modifications, superior condition, A.A. or R.A.C. exam. welcomed.—Carter, 72, Blinco Grove, Cambridge. Tel. 83559. £475. [5788

Singer Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd. (the Singer dealers).

URGENTLY require good Singers

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [W2040

SINGER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [7254

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0905/R

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester, Deansgate 4507. [0590/R

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VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

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£575.—1937 4½-litre Lagonda open 4-seater, definitely post-war condition in every respect, full length mohair zip tonneau, dove grey, blue leather interior, floor carpets etc.

£395.—1939 3½-litre S.S.100 Jaguar 2-seater drop head coupe, beautiful black and chrome finish, Windtones, spotlamp, etc.; an unusual car with terrific performance.

£275.—T.A. M.G., finished in bright red, aero screens, unworn tyres, trafficators, etc.

£195.—Very clean P.A. M.G., pale blue finish, spotlamps, an attractive car.

£175.—1934 P.A. M.G. 4-seater, good hood, side-screens, etc., excellent motor.

£165.—1934 Singer 9 Le Mans 2-seater, fold flat screen, twin spares, slab tank, finished gun-metal.

£145.—1934 8hp M.G. close coupled 4-seater saloonette, sliding roof, clean car.

YOUR present car or motor cycle in part exchange with pleasure.

TERMS over 12 or 18 months.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C5013

B. & G. MOTORS offer:—

£235.—M.G. 1,100cc special 2-seater, J.4 chassis fitted 1,100cc engine, immaculate and goes as if jet-propelled.

£160.—Alvis Speed 20 open sports 4-seater, 85mph, brakes relined, carbs. reconditioned.

£150.—M.G. 12hp N-type Magnette open sports 4-seater in blue and silver, immaculate.

£165.—Wolseley Hornet 12hp Daytona open sports 4-seater, red, taxed, in superb condition. Aero screens, tonneau cover, etc.; only wants seeing.

£125.—Singer 9 open sports 4-seater, immaculate, green cellulose, fast little car.

£125.—Singer 9 open sports 4-seater, red, again a beauty; similar above.

£120.—M.G. 12hp open super sports 2-seater, cream, good hood, good tyres and battery.

£105.—Ford 8 open sports 4-seater, red, very fast and with good all-weather equipment.

£85.—O.M. 16hp open sports 4-seater, slab tank, tonneau cover, twin carbs, 4-speeds, excellent tyres, ideal vintage job.

£65.—Triumph 10hp 4-door saloon, in very sound order, smart, economical little car; to clear as it has a 'lid on'!

£59.—Morris 8hp special sports 2-seater, black, very sporty, aero screens, all good tyres, good battery; goes very well.

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1950 (Dec.) special 2-seater sports drop head coupe, 100mph, Riley chassis, Mercury engine, Humber gearbox, Columbia rear axle, body alone built at a cost exceeding £600; finished dark green, brown leather upholstery, a very pretty car; £550. [C1001

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LANCIA Lambda, 5 good tyres, reconditioned dynamo, tempraved, rewired; £175.—Tel. Stevenage 454. [5814

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LAGONDA 1928 2-litre tourer, three owners only, very good mechanically; £130.

MG. 1934 K3 Magnette, new 2-seater coachwork, engine rebuilt; £275.

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ALLARD J2 streamlined 2-str., Ardun heads, 1950, £645. Allard 91P sports saloon, 1951, £665.

ALLARD 71K d.h. coupe, 1949, £445; Allard 71K 2-str. roadster, 1949, £595.

ASTON MARTIN 1½-litre Bertelli tourer, 1930, £245. Aston Martin 1½ Le Mans 2-str., 1934, £325.

ALFA-ROMEO 2.6 s/c Castagna coupe, 1934, £345; Alvis Speed 20 tourer, 1935, £245.

ALVIS Speed 20 tourer, 1932, £175; Alta 10hp 2-seater, 1956, £195.

BENTLEY Blue Label tourer, 1924, £145; Bentley Blue Label saloon, 1926, £175.

BENTLEY Blue Label d.h. coupe, 1924, £225; Bentley Red Label 2-str., 8/8, series, 1925, £295.

BENTLEY 4½-litre, rebuilt '46, fitted sliding door, razor-edge saloon body, 1929, £595.

BENTLEY Red Label V.D.P. tourer, 1927, £275; Bugatti Type 40 12hp 4-str., 1929, £145.

CITROEN Light 12 saloon, 1936, £175; Frazer Nash-B.M.W. Type 40 d.h. foursome, 1937, £245.

FRAZER NASH-B.M.W. Type 250 d.h. foursome, 1939, £545; B.M.W. Type 55 coupe, 1936, £325.

FORD V.8 Model 01A saloon, 1948 reg., £245; Ford V.8 Model 78 coupe, 1937, £165.

FIAT 500 cabriolet 1937, £165; Hudson Terraplane 17hp saloon, 1936, £245.

H.W.M. Alta 2-litre competition 2-seater, one of the three original team cars, 1952, £845.

JAGUAR 3½-litre sports saloon, 1939, £255; Lea-Francis 12/40 2-str. sports, 1929, £145.

LAGONDA LG45 d.h. foursome, 1936, £395; Lagonda 4½-litre V.D.P. tourer, 1934, £265.

LAGONDA 4½-litre sports saloon, 1934, £145; Lagonda 4½-litre 2-door sports saloon, 1934, £175.

LAGONDA 2-litre V.D.P. tourer, 1932, £125; Lagonda 3-litre V.D.P. tourer, 1931, £145.

LAGONDA 3-litre coachbuilt utility, 1934, £145; Lagonda 10hp Rapier tourer, 1934, £215.

MORGAN Plus 4 2-seater roadster, 1951, £645; Morgan 4/4 4-seater, 1949, £445.

MORGAN 4/4 10hp 2-str., 1937, £225; Mercedes-Benz 38/250 2-str. coupe, specimen, 1931, £395.

MG. See large selection under M.G. column; also spares and service.

RILEY 1½-litre Nuffield saloon, 1939, £345; Riley 1½-litre Merlin saloon, 1937, £245.

RILEY 1½-litre Falcon saloon, 1936, £195; Riley 12 Lynx tourer, 1934, £175.

ROLLS-ROYCE 20 Mulliner tourer, the first Rolls 20 produced, specimen, 1924, £325.

ROLLS-ROYCE 20 Park Ward coupe, 1934, £245; Rolls-Royce Ph. I limousine, 1927, £95.

ROLLS-ROYCE 20/25 Salmon cabriolet, 1933, £445; R.R. 20 chassis only, working order, 1926, £95.

SINGER 9 Le Mans 2-str., 1934, £195; Singer 1½-litre Le Mans 2-str., 1934, £195.

VAUXHALL 30/98 tourer, 1933, £195; Vauxhall 14 4-str. tourer, 1937, £195.

WOLSELEY Hornet 12hp d.h. foursome, 1934, £175; Wolseley 14hp de luxe saloon, 1939, £265. [C5041

CARR BROS. GARAGES, Ltd.

SOHO Garage, London, W.1.

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MG. mod. TD, '50, special, 595gns; MG. mod. TC, '49, radio, 595gns; MG. mod. PB, black 2-str., 225gns; MG. 1939 d/h/c, overhauled, 525gns; Lagonda Rapier 4-str. coupe, in good order; excellent combination of sports and family car, 215gns; Lancia Augusta, '36, in really outstanding condition, 345gns; Frazer Nash-B.M.W. type 55, d/h/c, in cream, free of all vice, 275gns; Singer, B.S.A. and others from 90gns; write for list; exch. deferred; any demonstration.—Carr Bros., Soho Garage, W.1 (behind Astoria in Charing X Rd.). Ger. 6676-9. Open till 7 p.m. and Sats. Supreme in Sales, Services, Hire and Self Drive. [C1041

£38 Wolseley 25, fitted Perkins P.6 diesel, very good condition; £395, or exchange Allard, etc.—McKinlay, Chemist, Glossop. [5723

£85—Ford Mercury sports 2-seater, new tyres, terrific performance, reg. 1951.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [5921

SPEEDSTERS, Ltd.—The best conditioned sporting cars in this country.—Offices at "Old Straddles," Cross Oak Lane, Salford, nr. Redhill, Surrey. Horley 628. [C4020

ENTHUSIASTS! High-performance 1940 Triumph sports 2-str. by Ramponi, extensively overhauled, spares easy, speed 90-plus and economy; offers.—Box 8479. [5789

IMP, born 1935, adopted 1938, pedigree condition fostered throughout, parents now having other Imps and Rileys; must consider good home about £335.—Derwent Lewes 1127. [5857

SPORTS CARS

ROWLAND SMITH'S for sports cars.

525gns.—M.G. Midget, November 1949, 11hp T.C. 2-seater; terms, exchanges.—Rowland Smith, below.

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325gns.—Morgan 4/4, 1948, sports 2-seater; terms, exchanges.—Rowland Smith, below.

325gns.—M.G. Midget, late 1939, 11hp T.B. 2-seater; terms, exchanges.—Rowland Smith, below.

325gns.—Steyr, 1937, 18/55 supercharged sports Roadster; terms, exchanges.—Rowland Smith, below.

245gns.—Morgan 4/4, 1939, sports 2-seater; terms, exchanges.—Rowland Smith, below.

195gns.—Austin 7, November 1956, Nippy sports 2-seater; terms, exchanges.—Rowland Smith, below.

175gns.—Lagonda, October 1932, 12.9hp 2-litre twin ohc Continental sports tourer; terms, exchanges.—Rowland Smith, below.

165gns.—Riley 9, 1935, Kestrel sports saloon; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:

ALVIS Speed 25, 1937 sports saloon, bills available for approximatey £400 mostly at Alvis, specimen chassis.

ALVIS Speed 25, 1938 sports saloon, black, light blue leather, discs, etc., chrome luggage rack; specimen.

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DELAGE DC.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather; total gear; this car has to be seen.

DELAGE D.8.120 1938 model, most attractive l.d.h. coupe body, recellulosed dual blue, new plastic leather hood, rechromed, Cotal gear box, chrome outside exhausts, beautiful car, ready shortly.

FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed.

JAGUAR 100 competition 2-seater, late 1939, 2½-litre Scintilla mag, luggage rack, etc., specimen.

JAGUAR, late 1952, Mark VII, one owner, black and red, radio, heater, low mileage, immaculate.

LAGONDA 4½ 1934 model sports 4-seater, reconditioned engine, new hood, black, green leather.

LAGONDA LG45 1937 model pillarless sports saloon, immaculate condition, bills available for £241 overhaul, radio, Ace discs, bumpers, etc.

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ROLLS-ROYCE 1951 fitted with very modern new streamlined sports saloon body, Ace discs, new P.100 lamps, five new Fort tyres, push-button radio, etc., etc.

SUNBEAM-TALBOT 1947 2-litre sports 4-seater, racing green; very fast.

WE are destrous of purchasing good quality English and Continental sports and touring cars.

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BUGATTI, choice of types 37, 43/49, 46 and 57 from £215 to £650.

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SINGER 1947 (April) 9hp roadster 4-seater, maintained by Singer enthusiast; £335.

VOLKSWAGEN; choice of 2 saloons from £315.

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£750!!!—Horch 5-litre magnificent 4/5-seater drop head coupe, first registered by titled owner in 1946, this vehicle having independent front and rear suspension designed by the foremost Continental engineer, has all the qualities of performance and road holding attributed to the finest European racing cars; this vehicle is magnificent, if you drive it you would buy it, there is nothing to compare with it; photograph on request; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

JOHNSON & BROWN offer Fiat Balilla Mille Miglia 2-seater, £285; A.C. 1937 2-seater drop head coupe, radio, £285; Aero Minx 2-seater, 1935, £185; Aston Martin Le Mans 2-4-seater, 1933, £295; M.G. 2-litre 1937 saloon, £175; Bugatti type 43A 2-seater, £250; Bugatti type 50 2-seater, £650; Alfa-Romeo 1935 1,750 cc supercharged 2-seater, like new, £850; Alfa-Romeo 1939 2.3-litre saloon, £895; Alfa-Romeo 1924 3-litre Tickford all-weather, £145.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2822. [C5049

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WELL-KNOWN Red Invicta Hereward, 1935 delivery, 100 mph, low chassis, rebuilt to special competition specification with new aluminium 2-seater body 1946/47, completely reliable, present owner since 1937, full history and data available, total mileage 85,000, new engine last winter, mechanically and externally correct to most punctilious standards.

SKINNER special lightweight Jensen coupe, built as Peter Skinner's touring car in 1936, rebuilt 1946/47 to present owner's ideas, doubled luggage capacity, convertible hood and greatly improved steering and suspension, at cost of over £1,000. Hudson 4-litre engine and remote control gear box just completely overhauled by Hudson Motors, and car completely rewired with separate fuses by Autolite last year, finished in B.R.G. and appearance similar to Alvis or Aston Martin, all invoices Hudson, Alvis and Invicta engineers available, licensed in regular use.

OWNER building up Alvis 14 post-war chassis; will sell one only of above cars; offers around £600.—Donald Monro, The Bowls, 10, Uxbridge Rd., Stanmore, Middx. [5668

RAILTON 1934 Straight Eight saloon, dark green, 29hp, very fast and powerful car with superb road holding, 17-20 mpg when cruising at 50-70 mph, brakes good (recently relined, etc.); Telecontrol shock absorbers, sound and excellent engine; £125, any trial.—P. M. Barker, "Grove Leigh," Whitehouses, Retford, Notts. Tel. 165. [5641

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WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 6842. [C3041/1

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S.S.

S.S. saloon for sale, 1935, 4 new tyres, in good condition throughout.—Apply 2A, Melbourne Street, Bedford. [5745

STANDARD 8

GATEHOUSE offer:—

1947 Standard 8 saloon, black, in excellent condition; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

H. W. MOTORS, Ltd., offer:—

1946 Standard 8 saloon, finished black with brown upholstery; £275.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

STANDARD 8 1948 2-door saloon, perfect condition; £400; terms arranged.—59, Cadogan Lane, S.W.1. Slo. 4126. [6016

1946 Standard 8, very good condition, colour black.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2056

1948 Standard 8 d.h. coupe, recellulosed, faultless, £335.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

£259—1947/8 Standard 8 tourer, immaculate condition, bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107/8/9. [C2024

TANKARD & SMITH Ltd., offer 1948 Standard 8 tourer, finished in grey, blue upholstery, reconditioned engine, brakes relined, general condition very good throughout; £315.—Below.

TANKARD & SMITH, Ltd.—1940 Standard 8 saloon, black/blue upholstery, £240.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

£400—1948 Standard drop head coupe, 23,000 miles, taxed, immaculate condition, loose covers, or £140 deposit.—M.E.T. Garages, Ltd., 409, High Rd., Kilburn, N.W.6, adjoining Kilburn Met. Station. Maida Vale 4803. [C3021

STANDARD 9

ROYS offer 1938 Standard Flying 9 saloon, really excellent; £215; hp and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

STANDARD 12

RUSSELL MOTORS offer:—

1947 Standard 12 saloon, 33,000 miles, black; £395.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

1947 Standard 12 saloon, new engine, grey, guaranteed; £395.—Tom Allery (Automobiles), 68, Hill Rd., Wimbledon 3848. [5985

£295—Standard 12 saloon, 1935, grey with red leather, well maintained, car taxed; terms, exchanges.—Fleet, E. J. Lee (Leighton Buzzard), Ltd., 52 Lake St., Leighton Buzzard 2172. [C1087

89gns.—Standard Flying 12, late 1936 de luxe saloon, grey, sliding head, blue leather; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

DICKS

1948 Standard 12 saloon, very attractive well kept car; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1947 Standard 12 saloon, grey with blue leather upholstery, engine recently reconditioned, one owner only, fitted heater, taxed December; choice of 5 others; 399gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

STANDARD 14

1948 Standard 14 saloon, beautiful condition, also 1949 Standard Super 12 saloon.—Durngate Garage, Winchester. Tel. Winchester 2955. [C1010

£395—1947 Standard 14, black with beige upholstery, 2 owners, carefully maintained.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

1948 Standard 14 saloon, black, low mileage excellent condition; £415 or part exchange; good 8/10hp car.—Pulper, 28, Wardenhill Rd., Luton. [5817

ARCHIE SIMONS & Co., Ltd.—1947 Standard 14 saloon, colour grey, reconditioned engine recently fitted, radio, in excellent condition throughout; £575.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

£465!! Dear but worth it. We guarantee when you look at this car you have never seen such a beautiful specimen unworn model 1948 Standard 14, but literally in 1952 condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD VANGUARD

CAR MART, Ltd.

1950 51 Standard Vanguard saloon, guaranteed; £575.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

SCOTT CARS offer:—

1949 Vanguard, black with blue leather, perfect; £445.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

H. A. SAUNDERS, Ltd., offer:

1949 Standard Vanguard saloon, black with blue upholstery, radio and heater, recorded mileage 27,500; £545.

836—842, High Rd., N.12. Hillside 0024. [C2027

£495—Standard Vanguard 1949 sln., black with brown hide interior, very good mechanically, good tyres; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1952 (March) Vanguard saloon, blue with blue leather, fitted heater, 6,700 miles only, one owner; immaculate condition; £715.

C.M.C. (CATERHAM), Ltd., Surrey. Tel. Caterham 823. [5782

£595—Standard Vanguard 1951, maroon, full equipment with leather, heater, radio, perfect condition.

£725—Standard Vanguard 1952, black, one owner, heater fitted, overdrive unit

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1950 model Vanguard 4-door saloon, comet blue, red leather, one owner, low mileage, guaranteed; £545.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

WALTER SCOTT, Ltd.—1950 Vanguard, black/red leather, under 20,000 miles, one owner; £500.—39, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

VANGUARD, overdrive, heater, radio, 23,000, green/red upholstery, original condition, spare tyre unused, regularly and meticulously serviced; £595.—Bartlett, 27a, Pembridge Villas, W.11. [C1015

1951 Vanguard saloon, fitted radio and heater, 14,000 miles, outstanding condition; £695.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

1950 (November) Standard Vanguard, fitted heater, radio, loose covers, one owner, 15,000 miles, a well-kept car in tip-top condition throughout; £565.—Cavendish Motors, Cavendish Rd., N.W.6. Wil. 0046-7. [5987

DUDLEY COBBOLD AUTOMOBILES offer 1949 Standard Vanguard saloon, grey/blue, exceptional order throughout, 28,000 miles; £465; choice two, 3 months' written guarantee; terms.—208-216, The Broadway, Wimbledon, S.W.19. Liberty 7576. [5928

1950 Vanguard, finished blue, heater, radio, leather, one owner from new, good tyres, in very excellent condition throughout; £565; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

STANDARD Vanguard, June, 1951, black, heater, mats, spotlight, one owner, regularly serviced, sparkling condition and performance, 23,000 miles; £615.—Market Buildings, Guildford. Week-days, Tel. 2818/9; week-ends, Oak Cottage, Parklands, Send. [5691

£495—Vanguard, 1952 van, silver grey, 11,000 miles, radio, extra seat, taxed; also 1950 Vanguard saloon, silver grey, grey leather, radio, heater, £595; terms, exchanges.—Fleet, F. J. Lee (Leighton Buzzard), Ltd., 52, Lake St., Leighton Buzzard 2172. [C1067

PRIDE & CLARKE, Ltd.—1951 Standard Vanguard saloon, grey/grey leather, 18,000 miles, heater, one owner, £549; 1949, green/beige or grey/red interior, heater, one owner, choice 3; from £449; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066

STANDARD VANGUARD

1949 Vanguard, grey with leather, radio, heater, chauffeur maintained, splendid condition; £535.—Pantiles Service Garage, London Rd., Guildford 5526. [C3035

1951 Vanguard, one owner, leather, heater, mileage 16,000, coachwork indistinguishable from new, spotless interior, faultlessly maintained, sparkling performance, throughout irreproachable, exceptional value 575gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [4965

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VANGUARD wanted, 1952, with overdrive, must be low mileage and really immaculate.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [W4055

VANGUARD Estate car, 1950-51, state mileage, body condition, colour, etc., cash price.—Box 8498. [5876

REALLY good second-hand Vanguard Estate required.—Cobb, 30, Harley House, N.W.1. [W1086

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May. 3051. [W5043

£675 cash waiting for best Standard Vanguard or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD MISCELLANEOUS

SALES, service, spares.

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

1952 (Sept.) Standard estate car 4-door, low mileage, radio and heater, Embellisher, leather interior; £875.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

Standard Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

H. F. EDWARDS urgently require good Standard for immediate cash, distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Albany Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent. Rav. 3456.

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5591. [5941

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405.

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0559/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—59-45, Eden St., Kingston. Kin. 3151-4. [0286/R

FARNHAM, Surrey.—All Standard and Triumph spares from 1932 onwards; engines a specialty.—For the finest service available contact Swain & Jones, Ltd., Main Parts Stockists, Farnham 6201. [0195/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STEYR

325 gns.—Steyr 1957 (registered July 1958) 18/55 supercharged sports roadster, special streamlined body, cream, red wheels, fawn leather, concealed hood, independent front suspension, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STUDEBAKER

1949 Studebaker Champion sedan, in very nice condition; £795; hire purchase or part exchange.—Valentine 4674. [C2018

1950 Studebaker (registered 1953) hydromatic Land Cruiser, radio and heater, 24,000 miles.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £975.—Taylor & Crawley, 43, Kensington Court, W.8. Western 6015. [C4036

STUDEBAKER

1940 Studebaker Champion 4-door saloon, green, very nice condition; £525.—Silvertonne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. 4505. [0515/R

1934 Speed 20 Sunbeam (reg. December, 1935) 4-door sports saloon, mechanically good, tyres good, hydraulic brakes, body fair; £75, or near offer.

THE SOUTHERN MOTOR Co.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport), offic. Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 457. [5441

Sunbeam Spares and Service

CROWN wheels and pinions for every model of Sunbeam.—Barlow & Chidlaw, Ltd., Pendleton, Manchester, 6. [4015

SUNBEAM-TALBOT

GLANFIELD LAWRENCE offer:

1951 Sunbeam-Talbot 90 saloon, green/red, one owner, heater, 15,000 miles, unmarked and as new; £795.—407, High Rd., N.12. Finchley 0091. [C2055

ROSE & YOUNG, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, fitted radio, heater, excellent condition, black; £765.

1952 Sunbeam-Talbot 90 drop head coupe, fitted heater, loose covers, etc., low mileage, immaculate, metallic grey; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, excellent condition throughout; £995.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

CHARLES FOLLETT, Ltd., offer:—

2100 miles only.—Sunbeam-Talbot 90 saloon, black, loose covers, as new in every respect, guaranteed; £1,085.

18, Berkeley St., W.1. Mayfair 6266

SERVICE Works & Stores, Barnsdale Yard, off Ealing Ave., W.9. Cunningham 5956. [C2010

GEORGE HARTWELL, Ltd., offer:—

1952 series Sunbeam-Talbot 90 Mark II convertible coupe, satin bronze, red leather, heater, £875.

1948 (June) Sunbeam-Talbot 90 Mark I saloon, beech green, fawn leather, heater, tuned engine, £595; hire purchase, part exchange.

GEORGE HARTWELL, Ltd., 35-41, Holderhurst Rd., Bournemouth. Tel. 4161. [5567

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, gun grey, heater, 15,000 miles; £975.

1951 (Dec.) Sunbeam-Talbot 90 saloon, gun grey, 10,000 miles; £925.

1951 (Sept.) Sunbeam-Talbot 90 saloon, black, 9,000 miles; £945.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1953 (May) Sunbeam-Talbot drop head coupe, Alpine mist/red leather 2,000 miles, an ex-new car; £1,175.

1951 Sunbeam-Talbot 90 saloon, fawn/red leather, moderate mileage, really outstanding condition; £765.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [4001

RICHARDS & CARR always best value

1952 (August) Mark II Sunbeam-Talbot 90 saloon, 12,000 miles, immaculate; £895.

1951 (July) Mark II Sunbeam-Talbot 90 convertible, many extras, 27,000 miles; £775.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424 [C5045

CAR SALES OF SOUTH HARROW offer:—

SUNBEAM-TALBOT 1949-50 4-seater convertible; £650.—50-56, Northolt Rd., South Harrow. Byron 5544. [C2056

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 (July) 90 saloon, green with red leather, radio, 11,000 miles; £965.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

BROOKLANDS.—Individuality, new and used cars.

1952 Sunbeam-Talbot 90 saloon, 6,000 miles.

103, New Bond St., London, W.1. Mayfair 8851-6. [C1029

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. offer:—

ROOTES Group Dealers.

1950 black, red leather, loose covers, nominal mileage, one meticulous owner; £685, p/e and h.p. facilities.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines).

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

SUNBEAM-TALBOT 21hp 4/5-seater open tourer 1940 in splendid order; best offer.—Reply Box 5437. [5728

1951 (Nov.) S.-Talbot 90, showroom condition, works maintained, one owner; £875.—Tel. Vigilant 8211. [5757

1946 Sunbeam-Talbot tourer, 10hp, choice of two, grey, grey leather, low mileage, exceptional condition; £460.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [C4050

SUNBEAM-TALBOT 10hp saloon, Dec. 1947, excellent condition; £485.—685, Wimborne Rd., Bournemouth. Tel. Winton 4185. [6022

1947 Sunbeam-Talbot 10hp sports saloon, excellent condition; £435; terms and exchanges.—S. P. Erskine & Sons, Ltd., Woking 550. [C2051

SUNBEAM-TALBOT 90 drop head coupe, heater, excellent order and condition, taxed; £725.—Slade's Garage, Penn, Bucks 2115. [5813

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1951 (Dec.) Sunbeam-Talbot 90 saloon, heater, gun grey, 4,000 miles only, faultless condition; £950.—Clegg, 15, Rochdale Rd., Milnrow, Lancs. [5821

1952 Sunbeam-Talbot 90 convertible coupe, green with red upholstery, as new throughout; £895.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

JACK ROSE, Ltd.—1952 Sunbeam-Talbot 90 saloon in black and red upholstery, radio and heater, a beautiful car, £895.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

£545!!! Magnificent 1947 Sunbeam-Talbot 2-litre sports saloon, impeccably maintained, definitely the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms' 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (Oct.) Sunbeam-Talbot 90 saloon, green, immaculate inside and out, all extras, genuine sole owner, 20,000 miles, £650.—Peter Chambers, Oakley House, Stretham, Ely, Cambs. [5638

1950 Sunbeam-Talbot 90 saloon, one owner, genuine mileage 20,000, green, brown leather, carefully maintained and in outstanding condition; £675.—Tel. Wallington 5026, after 6.30 p.m. [5624

1950 (Jan.) Sunbeam-Talbot 80 saloon, green with brown leather, one owner, 27,000 mls., fitted H.M.V. radio, perfect; £660.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5480

1950 Sunbeam-Talbot 90 drop head coupe, fitted radio, heater and Ace Rimbellishers, etc., in excellent condition throughout; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, November, 1950, late property managing director Southern Counties engineering concern, maintained and serviced by expert staff, a beautiful car; exceptional value at £745.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, late 1947, in metallic grey, coachwork and interior entirely original, extremely good mechanical order; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 90 drop head foursome coupe, 1952, comet blue with fawn leather seat covers, screenwash and usual extras, carefully used by one owner; £695.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1952 Sunbeam-Talbot 4-door saloon, absolutely new car, having done only 1,500 miles, complete with Regency covers and a new H.M.V. radio, approximately £45 fitted, blue with beige leather and carpets; £1,050.—Roy Galway, Ltd., 21, Farm St., Berkeley Sq., W.1. Gro. 4747. [5960

845gns.—Sunbeam-Talbot 90 1952 sports saloon, black, sliding head, fawn leather, radio, heater, one owner, new tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Sunbeam-Talbot Cars Wanted

C
M
T

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

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D

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green, 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GUY SALMON AUTOMOBILES

PURCHASE Sunbeam - Talbot. — Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [W4001

PRIVATELY owned Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044

SUNBEAM-TALBOT, 1953, in exchange for 1950 Ford Pilot and cash.—108, Aldermans Hill, Palmers Green, London. [5846A

£800 £850 cash waiting for best Sunbeam-Talbot or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46391. [0465/R

TALBOT

RARE 110 Airline 3½-litre saloon, P.100s, 20mpg., no oil, excellent black cellulose, new battery; £255.—26, Aberdeen Park, N.5. [5818

£285.—1938 Talbot 10 open sports 4-seater, recond. engine, new hood and screen, Ace discs; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

TALBOT

1938 Talbot 3-litre sports saloon, mechanically good, 25m.p.g., immaculate body, overhauled £40 spares; £245, o.n.o.—219, Ross Rd., S.E.25. Livingstone 1632. [5826

ROYS offer: A rare 1936 Talbot special limousine, new batteries, tyres, dynamo, etc.; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

245gns.—Talbot 10, 1938 drop head coupe, grey, grey leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grante Rd., Addiscombe 2931. [0782

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TERRAPLANE

1935 Terraplane coupe, good condition, performance; £150.—Forster, The Yachtyard, Fareham. [5865

TRIUMPH

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase Specialists.

1950 Triumph 2000 saloon, in immaculate condition throughout, fitted heater, one owner only; carefully driven and maintained; choice of 4; 579gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

1950 Triumph Renown saloon, radio, heater, guaranteed; £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

SCOTT CARS offer:—

1950 Triumph Renown, heater, perfect condition; £600.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4016

MONTROE MOTORS offer:—

1948 Triumph 1800 saloon, black, radio, etc.; £565.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2.

MONTROE MOTORS offer:—

1948 Triumph 1800 Roadster, black, radio, blinkers, etc.; £525.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2.

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, very fine example, fitted radio; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. W. MOTORS, Ltd., offer:—

1949 Triumph Roadster, finished light metallic blue, tan leather upholstery and blue hood; we are pleased to offer what may be considered the finest roadster in this country; this car is fitted with almost every conceivable extra, a few of which are listed as follows: Normanville overdrive, special exhaust system, Newton shock absorbers, heater, radio, screen washers, Ace Rimbellishers, Marchal headlamp units, twin spotlights, English and Continental indicator systems, Tygan plaid seat covers, fully enveloping tonneau cover, etc.; within the last 1,500 miles this car been fitted with new India Super tyres, and the engine has been modified to the latest Vanguard specification; complete details and photograph available on application; £765.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6.

H. A. SAUNDERS, Ltd., offer:

1950 Triumph Renown saloon, maroon with beige upholstery, heater, recorded mileage 20,800; £695.

836.—842, High Rd., N.12. Hillside 0024. [C2027

GUY SALMON AUTOMOBILES, offer:—

1951 Triumph Renown saloon, black, immaculate condition throughout; £775.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

1953 one week old Triumph Renown saloon.—Weybridge 600. [C4023

1948 Triumph 1800 saloon, black beige leather; £595.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1949 Triumph 2000 saloon; £610.—E.P.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000.

1953 Triumph Mayflower, taxed May 27th, green, mileage 900; £675.—Hardacre, Highfield, Lydney. Tel. 40. [5771

1950 Renown saloon, black, one owner, practically new condition throughout; £695.—Campbell Symonds, Wembley 6262. [C1057

1953 Triumph Mayflower saloon, grey, maroon upholstery, heater, 1,000 miles only; £715.—Molyneux, Church St., Beaumaris. [5718

1939 Dolomite drop head, immaculate, £270 (o.n.o.); would exchange £150 and 8 or 10.—5, Westwood Lane, Tring, Herts. [5835

1952 Mayflower (June), 9,400 miles, steel grey, de luxe, red upholstery, heater, demister, radio, best offer.—Box 8484. [5806

TRIUMPH

1951 Triumph Renown saloon, grey blue leather upholstery, radio and heater, carefully driven by one owner and maintained by us since new; £725.

FRANK WATSON (CROYDON), Ltd., 160, Thornton Rd., Thornton Heath, Surrey. Tho. 4221. [5930

1948 Triumph 1800 Roadster, black, good condition throughout; new tyres, taxed Dec.; £499.—Jones Garage, Syston, Leics. [5955

1952 Triumph Renown saloon, green with beige leather, radio, low mileage; £865.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.)

JACK ROSE, Ltd.—14,000 miles only, 1950 Triumph Renown, almost as brand new; accept £675.—Stafford Rd., Wallington, Surrey. Wallington 6677-8.

1948 Triumph 1800 saloon, grey/grey leather, outstanding condition; £495.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

£295.—1939 Triumph Dolomite sports saloon, in outstanding condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Triumph Renown, immaculate condition throughout, 18,000 miles only; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C5011

1949 Triumph 2,000 saloon, black, beige leather, one owner, 26,000 miles, taxed December, exceptional condition; £645.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456. [5617

1951 Triumph Renown, in immaculate order, 12,000 miles only, tyres as new, heater, screenspray, etc.; £795 or near.—Woffenden, Cabot House, Clifton Down Rd., Bristol 37909. [5628

NAYLOR & ROOT.—1949 Triumph 2000 Roadster, black, green hide, superb condition throughout; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt 2252. [C3022

£295!!!—Triumph 2-litre Dolomite Royal sports saloon, 1949, handsome lines and most impressive performance, coachwork and interior largely original, body free from rattles, excellent tyres.

£375!!!—Triumph Dolomite Roadster, 1939, a real beauty, definitely modern in appearance, sparkling cellulose in Ensign red, excellent chrome, pigskin upholstery, chromed rimbellishers, mohair hood, engine decoked, serviced and tuned and the whole car in most delightful order.

£595!!!—Triumph 2000 Roadster, May 1949, sapphire blue/fawn leather, 4,000 miles since reconditioned engine fitted this year, outstanding mechanical order.

£695!!!—e.c. engine, metallic grey, H.M.V. radio, heater, one private and fastidious owner, nominal mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1939 Triumph Dolomite Royal 14-60 saloon, smashed in offside, engine, transmission, etc., in perfect order; £50 complete, no offers.—Beedon Garage, Oxford Rd., Beedon, Nr. Newbury, Berks.

1937 Triumph 16hp Gloria sports saloon, in really magnificent condition; any trial or test; £175 or £75 deposit, balance over 12 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [5972

1800 Roadster, reconditioned engine fitted 200 miles ago, clutch, brakes relined, recellulosed Aston-Martin sports green, new battery, tartan Karobes, spotlight, Notek, demister, virtually a new car; £575 o.n.o.—Box 8519. [6032

425gns.—Triumph 1800, December 1946, razor-edge saloon, black, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 (May) Triumph Mayflower, 2,600 miles, heater, meticulously run in, as new; owner going abroad; available August 1st; highest offer over £620.—Bothwell, 23, New Peachey Lane, Cowley, Uxbridge. Tel. Uxbridge 2752. [5688

CASS'S MOTOR MART.—1949 Triumph 1800 saloon, black, 3,500 miles, one careful owner; outstanding 1939 Triumph Dolomite 2-litre Roadster coupe; overhauled at cost of £395; written guarantee.—5, Warren St., W.1. Euston 8523. [C1040

£625.—Triumph 2000 razor-edged grey saloon, July, 1949, 21,000 miles, one very careful owner, Radiomobile, loose covers, exceptionally good condition.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [4607

£465.—Triumph 1800 Roadster, finished grey blue, absolutely as new throughout, three months' written guarantee, hire purchase terms, etc.—Dudley Cobbold Automobiles, 208/216, The Broadway, Wimbledon, S.W.19. Liberty 7576. [5927

ROYS offer: 1939 Dolomite sports drop head foursome coupe, £295; also 1936 Vitesse 10 special sports foursome, very smart and fast, £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

TANKARD & SMITH, Ltd. offer 1949 (Sept.) Triumph 2000 Renown saloon, colour black with beige leather; fitted heater, nominal mileage, excellent appearance and mechanical condition; £625; three months' written guarantee; also 200 guaranteed used cars of all makes.—194/196, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3.

Triumph Cars Wanted

C
M
T

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974/R

R
R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GUY SALMON AUTOMOBILES.

PURCHASE Triumph.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [W4001

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Triumph cars—38-52, Dudden Hill Lane, N.W.10. [W4017

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [0162/R

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May. 8051. [W5045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Cars Wanted

TRIUMPH in good condition for cash.—Tel. Valentine 2098 or 4674. [W2016

REQUIRED. Triumph Roadster, good condition.—7, Shirehall Close, N.W.4. Tel. Hendon 1605. [6021

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Triumph Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

GEARS, parts, reconditioned, guaranteed gear boxes (including Gloria), shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 6159. [0914

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3572). [0355/R

UTILITY CARS

CAR MART, Ltd.

1952 Fordson Estate Car, 10,000 miles; £515.—Car Mart, Ltd., 150, Park Lane, N.W.1. Euston 1212. [C1039

COACHCRAFT offer:—

£375 o.n.o.—1948 (May) Lea-Francis 1½-litre estate brake with drop tail board and fold flat seats, very good tyres, excellent mechanical order, particularly attractive and well made body, a high performance hand-made vehicle, properly maintained, taxed and suitable for private or business use; three months' guarantee, terms and exchanges.—Coachcraft Elm Rd., Evesham. Tel. 6539. [C1053

JACK STONE & SON offer:—

1946 Commer 15, 5-seater, metal body; 1948 Chrysler 7-seater, coachbuilt, wooden utility bodies to your own specifications, £155; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7.

ROWLAND SMITH'S for utility cars.

295 gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body; terms; exchanges.—Rowland Smith, below

225 gns.—Ford V.8, 1937 30hp 4-door 8-seater utility, maker's standard timber body; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 Hillman estate car, one titled owner; £595; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

GUY ALFREDS & Co., Ltd.—1947 Alvis shooting brake.—6-7, Warren St., W.1. Euston 5268.

£650—Austin A40 shooting brake, 1951, smartly varnished 4-door bodywork, fitted heater and radio.

£525.—Austin A40 Countryman, 1950, very good interior and bodywork, carefully used.

FORDSON 10cwt estate car, new, immediate delivery, 7-seater, full folding seats.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234.

1951 (May) Bradford de luxe utility, first-class condition throughout; £360.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [6005

1950 Vanguard estate car, one owner, 22,000 miles; £595; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054/1

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1950 Fordson 8hp Utilecon, excellent order throughout; £385.—Smith & Hunter, 576, Kensington High St., W.14. Western 2512. [C4019

FORDSON 10 utility, repainted Ford fawn, must be seen; £200, o.n.o.—9, Haslemere Close, Wallington, Surrey. [5809

14hp 10-seater Commer shooting brake, carries 3 months' guarantee; £525.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. C2022

FORD Mercury brake, registered 1947, column gear change; £165, o.n.o.—22, Kingscliffe Gardens, Wimbledon Park, S.W.19. [5906

1947 V.8 Hillman Estate Car, £350; also 1941 Ford V.8 22hp 6/8-seater Utility, £215!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1953 Hillman Minx Mk. VI estate car, 1,800 miles; £865.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5586.

1951 Austin A70 utility, genuine manufacturers body, low mileage, immaculate condition throughout; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1939 Austin 16 shooting brake of oak and mahogany coachbuilt construction, very attractive vehicle; £295.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015.

1949 Bedford Martin Walter 12hp utility, foldflush seats, 2,000 miles, one owner, really exceptional condition throughout; £485.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

£245.—Vauxhall 12 Bedford Martin Walter Utility, bodywork and interior excellent, very good tyres, all extras, only for sale as purchased a larger vehicle.—Powerco, Ltd., Wandsworth Town Station, York Rd., Wandsworth, S.W.18. Tel. Vandyke 5234.

Utility Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

VAUXHALL 10

VAUXHALL 10, grey, red leather, reconditioned engine, perfect; £395.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C5005

VAUXHALL 10

£235.—1939 Vauxhall 10 2-door sports saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

£285!!!—Vauxhall 10 saloon de luxe, 1939 model, late registration, not only an excellent car mechanically but of quite good appearance for its year, recently fitted 5 new tyres.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. [C1055

VAUXHALL 12

1947 Vauxhall 12 saloon, one owner, black, sun roof, nominal mileage, slick; £345.

DOUGLAS CAR SALES, 806/822, Gt. Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1940 Vauxhall 12 4-door saloon; bargain, £265.—St. Albans 2050. [C2612

1948 Vauxhall 12 saloon, black, 26,000 miles, delightful condition; £445.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643.

1939 Vauxhall 12 saloon, mechanically perfect, body-work above average, oil consumption negligible; offers wanted over £255.—14, Sheep St., Wellingborough. [5670

1947 Vauxhall 12, delivered October, respraved fawn, heater, foglight, sliding roof, new tyres, also hand-control vacuum brakes and throttle for disabled driver, can be driven normally, taxed end year; one owner, chauffeur kept, seen London or Midlands, nearest £400.—Thompson Dunval Hall, Bridgnorth. [5761

VAUXHALL 14

RAYMOND WAY.

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RAYMOND WAY, the hire purchase specialists.

1938 Vauxhall 14 touring saloon, original cellulose, very clean leather interior, excellent tyres, new suspension fitted; 199gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

1939 Vauxhall J-type saloon, magnificent guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1948 Vauxhall J type; £495, part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048

1936 Vauxhall 14; £110 o.n.o.; recent £60 repairs.—A. V. Futcher, 153, Andover Rd., Newbury, Berks. [5894

1946 (Oct.) Vauxhall 14 J type saloon, 53,000 miles, excellent condition throughout; £425.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

CASS'S MOTOR MART.—An outstanding 1947 J-type Vauxhall 14 saloon, black, heater, genuine 34,000 miles, written guarantee.—5, Warren St., W.1. Euston 3116. [C1040

295 gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1939 Vauxhall 14 renowned J-type saloon, magnificent condition throughout, impressive performance, excellent mpg, reconditioned engine, maintenance bills and schedule available, l.f.s., telecontrol rear shockers; £295?—Evenings, week-ends; 46, Honeywell Rd., Wandsworth Common, S.W.11. [5942

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1953 Vauxhall Velox saloon, heater, 600 miles; £925.

1951/52 Vauxhall Velox saloon, radio, heater, 18,000 miles; £795.

1950 Vauxhall saloon, heater, guaranteed; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1039

GLANFIELD LAWRENCE offer:—

1951 Vauxhall Wyvern saloon, black, heater, 19,000 miles only, one very fastidious owner; £615.—407, High Rd., N.12. Finchley 0091. [C2055

1950 Vauxhall Velox, one owner, very well maintained.

ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [5972

1950 Velox, £60 extras, superb condition; £595.—90, Ardwell Ave., Ilford. Val. 9664. [5790

1950 Vauxhall Wyvern black, spotless, 35,000; best offer over £500.—Caseby, Southport 66206. [5812A

1953 (July) Vauxhall Wyvern; £850; 150 miles.—W. L. Powell, 65, Newerne St., Lydney, Glos.

1952 Vauxhall Velox, grey, one owner; £795.—Odeon Motors, Ltd., Barnet 4109. [C5028

1951 (June) Vauxhall Wyvern saloon, black, brown leather upholstery, one owner, excellent condition throughout; £625.

W. J. BROWN, Ltd., established over 30 years.—339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Vauxhall Wyvern, fawn exterior, with brown leather, new tyres, low mileage, one owner, immaculate condition; £595.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4431. [C1036

£575.—Vauxhall Wyvern, 1950, metallic green with brown upholstery, heater, regularly maintained.

£595.—Vauxhall Wyvern, 1950 (December), black, fitted heater and radio, perfect bodywork condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234.

PRIVATE, 1951½ Wyvern, heater, Nuway mats, green, taxed Dec., very clean car; £625 or near offer.—Box 8523. [6045

1952 Vauxhall Velox 18hp grey with grey interior, nominal mileage, excellent condition; £765.—Robbins, East Putney. Tel. 4581. [C3010

1951 Vauxhall Wyvern, one owner, wireless and heater, low mileage; £625.—Smith & Hunter, 576, Kensington High St., W.14. Western 2512.

1951 Vauxhall Velox, 21,000 miles, one owner, taxed, superb condition; £625.—Bruce France, 6a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

VAUXHALL WYVERN & VELOX

NEW unregistered Vauxhall Wyvern, private; cash offers.—Box 8487. [5825

1950 (model) Vauxhall Velox, black, moderate mileage, bargain; £525.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

£795.—1952 square-engined Wyvern, 9,000 miles, heater, new condition; terms and exchanges.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [C1028

1950 Vauxhall Velox saloon, black/brown leather, fitted radio, heater and link mats, one owner, low mileage, immaculate and perfect throughout; £595.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1951 (June) Vauxhall Wyvern saloon, left-hand drive, grey, fitted radio, unmarked and as new, taxed December; £595.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456. [5618

1950 (March) Vauxhall Wyvern saloon, 17,000 miles only, private owner, finished attractive grey, brown leather, fitted heater, taxed December, as new; £585; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2501-2. [C5018

£625.—1951 Wyvern, grey with fawn leather upholstery, 16,000 miles, one owner, fitted with heater, loose covers and link mats; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

PRIDE & CLARKE, Ltd.—1951 Vauxhall Wyvern saloon, black/brown leather, heater, low mileage, one owner, £579; 1950 black/brown leather, heater, one owner, £519; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251.

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IT is important that the car you purchase is in excellent condition throughout.

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*1950 Vauxhall Velox de luxe, black with red leather upholstery, low mileage, heater, radio and spot light fitted, tyres good all round.

*1950 Vauxhall Wyvern, green, fitted radio, heater and seat covers, one owner, car of moderate mileage, supplied by H.M.L. new and regularly maintained by us to date.

*1947 Vauxhall 12, black, brown upholstery, complete mechanical overhaul, reconditioned engine, body in first-class condition, tyres good all round.

1938 Vauxhall 10, black, brown interior, general condition good.

* The above car is under the bonus Vauxhall scheme, i.e., bonus H.M.L. rebuilt engine within 2 years or 40,000 miles.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

1938 Vauxhall, new battery, tyres, wings, reconditioned engine, one owner, licensed for year; £245.—Uplands 3148. [5681

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0059/R

ARCHIE SIMONS & Co., Ltd.—1950 Vauxhall Velox saloon, colour blue, fitted radio and heater, nominal mileage, one owner only, in excellent order throughout; £575.

1948 Vauxhall 14 J type, colour black, new engine recently fitted, one owner since new, in exceptionally nice condition throughout; £475.—94, Gt. Portland Street, W.1. Lan. 1343. [C4015

GRAHAM BROTHERS (MOTORS), Ltd., main dealers 7-15 Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285/R

Vauxhall Miscellaneous Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5454. [0975/R

RS ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SS SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4528. [0018/R

VAUXHALL in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

£800 cash waiting for best Vauxhall or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6573. [0479/R

VAUXHALL 14hp Wyvern or Velox wanted.—Gordon Wooderson, 46a, Drewstead Rd., S.W.16. Streatham 8658. [C4059

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATER private 1937/8/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

KJ MOTORS, Ltd., for spares, accessories exchange units.—Bromley, Kent. Rav. 3456. [0395/R

SURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2266. [0985/R

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TRIANON.—Established over 30 years, the first with a reputation for reliability and quality workmanship, offers the undermentioned services on Vauxhall cars and vans.

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TRIANON.—Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0687

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BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). [0205/R

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WE specialise in service replacement units for Vauxhall 10, 12 and 14hp. etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6568. Grams: Autospare, Wimble, London. [0635/R

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton Kimbridge 1875.—Buy and sell pre-1914. [0201/R

1911 Silver Ghost tourer 4-seater, good condition and runner; 1909-10 De Dion engined Jackson 2-seater with brass work; offers.—Groves, Hinckley Rd., Nuneaton 3087. [5686

VINTAGE CARS

VINTAGE Morris Cowley, suit motorist with taste for old cars.—Walton-on-Thames 5540. [5837

175 gns.—Lagonda, October 1932, 12.9hp, 2-litre twin o.h.c. Continental sports tourer, dark blue, cycle type wings, P100 head lamps, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

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THE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises, open for reception week-ends.—Tel. Ripley 2361. [0373/R

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CAR MART, Ltd.

1951 Wolseley 6-80 saloon, 12,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

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B. J. HUNTER, Ltd., 82, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

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1939 Wolseley 12/4 saloon; £365.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404-5. [C1043

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H. A. SAUNDERS, Ltd., offer:—

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1950 Wolseley 6/80, radio, heater, low mileage; £655.—Kar Sales of Egham. Egham 3132. [C2056A

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1946 Wolseley 18, beautiful condition; £415.—Arc of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

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GUY ALFREDS & Co., Ltd.—1951 Wolseley 6-80, iridescent blue, as new condition.—6-7, Warren St., W.1. Euston 3268. [C1005

£550—1949 Wolseley 6-80 saloon, 22,000 miles.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£250—1939 Wolseley 25 black, saloon, brown hide, clean condition; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1024

WOLSELEY 16 1936 black saloon, leather upholstery, good appearance; £150 o.n.o.—Woodhall Lodge, Sunningdale, Beds. Tel. Ascot 1115. [5964

1951 Wolseley 6-80 sal., green/green, 12,000 miles, one owner, radio and heater; £700.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [C4029

1939 model Wolseley series III 14/60 saloon, black/brown leather, almost everything renewed or overhauled, small fortune spent; £335.—Bennington, 6, Chetwynd Ave., East Barnet. Enterprise 3085. [6040

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WOLSELEY 12/14 saloon, 1938-1948.—Jack Thomas, 31, Stafford Rd., Croydon. Croydon 0651, evening Tho. 6517. [C4066

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A70 Hereford saloon, immediate delivery; £889/7/6. G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [N4053

BREW BROTHERS Ltd., agents for Austin cars sales and service.—133, Old Brompton Rd. S.W.7. Kensington 2468. [N1085/R

PRIDE & CLARKE, Ltd., for your new Austin; exchanges; terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0733/R

H. A. SAUNDERS (RADLETT).—Early delivery on all models, commercial vehicles immediate.—Tel. Radlett 5681 [N4003

NEW A70 Hereford saloon, black, immediate delivery.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [5965

D. J. SHEPHERD & Co., Enfield, offer new Austin A70 saloon for immediate delivery.—435, Hertford Rd., Enfield. Howard 1631. [N4009

L. P. DOVE, Ltd., main dealers and vehicle distributors Austin.—See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [N1077/R

EARLY delivery by rotation of new A70 Hereford saloons, choice of six colours.—Tel. Pal. 5576-7. Springfield Garages, Ltd., Southgate, N.14. [0272/R

IMMEDIATE delivery Princess, Sheerline saloons, also one A70 saloon; exchanges and deferred terms.—Lankester Eng. Co., Ltd., Eden St., Kingston, Kin. 3151-4. [0263/R

YOU couldn't do better than secure your new Austin now; A40 Countryman and A70 saloon for immediate delivery; current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2006

SHEERLINE and Princess saloon, 16hp hire car, A70, A40, A50 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and Service to Austin exclusively. Brixton 1155. Streatham 7362. [0889/R

BENTLEY

CAR MART, Ltd.,

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0569/R

DAVID ROSENFIELD, Ltd.,

OFFICIAL Manchester Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0506/R

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines) [0249/R

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RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Bonds, Sharp's commercials, Minitrucks and Minivans for immediate delivery; new C type Bond approximately 14 days' delivery; special offer of Bond new and unregistered 1952 B type Minicars at the greatly reduced price of £239/16/3 including purchase tax; cars, motor cycles, etc., willingly taken in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044 (20 lines). [0839/R

BOND MINICAR distributors; see, try, pay deposit and drive away in the world's most economical light car; all the latest models from £250, or £80 deposit, balance over 18 months; exchanges welcomed.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0682/R

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METCALFE & MUNDY, Ltd., main agents for the new Borgward, diesel and sports cars, available immediately to Corps Diplomatique and foreign visitors and a few models for home market.—280, Old Brompton Rd., S.W.5. Fre. 5471, 2186/2187. [N3064

BRISTOL

A.F.N. Ltd.,

OFFICIAL Bristol retailers.

FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [N2015/R

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563 [N2054/R

SCOTLAND and Northern England.—Contact the enthusiasts for full particulars of latest models. JAMES H. GALT, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [0752/R

BRISTOL

FRIARY MOTORS, Ltd., Old Windsor. Windsor 2002. Agents for Berks. Latest 403 model available for demonstration. [0664/R

BRISTOL in the Western Counties, new and used models, service and spares; advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25280. [0331/R

ANTHONY CROOK.—Latest models 401 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey. Tel. 2232-3. [N1063/R

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BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0326/R

CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568.—Distributors for London and Home Counties. [N1027/R

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ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines). [N1000

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OFFICIAL agents Citroen cars; quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6625. [N1051

C. G. NORMAN & Co.

SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R

H.W. MOTORS, Ltd., offer:—

1953 Citroen (new) 6-cylinder de luxe saloon, finished sunset grey with red leather upholstery.

1953 Citroen (new) Light 15 de luxe saloon, black with brown leather upholstery.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [N2042

CITROEN Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor. Windsor 2002-3. [0892/R

CITROENS: immediate delivery all models; terms, exchanges.—"Motor House," Stoulton, Worcester. Tel. Peopleton 275. [5452

CITROEN.—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

THE HINDHEAD MOTOR WORKS, Ltd., Hindhead, Surrey, offer immediate delivery of Citroens ex stock: Light 15, mist green, sunshine roof, £985; Big 15, red with red upholstery, sunshine roof, £1,063; 6-cylinder, grey with red leather, sunshine roof, £1,349.—Tel. 663. [N3061

DAIMLER

DAIMLER Conquest saloon, early delivery; £1,511/5/10.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4053

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. 2241-2. [N4053/R

C. A. PETO, Ltd., appointed agents.—Orders now being accepted for new Daimler Conquest.—42, North Audley St., W.1. May. 3051. [N3043

DELAGE

SELBORNES, World Concessionaires.—62, Park St., W.1. [0661/R

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SELBORNES, World Concessionaires.—62, Park St., W.1. [0662/R

FORD

GATEHOUSE MOTORS.

FORD dealer stockists, sales and service; for early delivery of all models; terms and exchanges.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Regent 4866, 374, Ealing Rd., Alperton, Middx. Perivale 5388. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

PRIDE & CLARKE, Ltd., for your new Ford; exchanges; terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0734/R

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales, Regent St., W.1, and 6-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chenies St., W.C.1. Museum 6075. [0656/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

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REQUESTS for literature and information in respect of the Mark II Frazer Nash Le Mans Replica, Targa Florio, Mille Miglia and fixed-head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [0478/R

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IN stock for immediate delivery:—

BRAND new 2.4-litre Healey Abbott d.h. coupe, grey with red leather upholstery; also Tickford sports saloon for quick delivery.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [7708

HEALEY Tickford saloon for immediate delivery; any car taken in part exchange.—Rose & Young, Ltd., 65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3057

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ORDERS accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

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BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-4632. [0667/R

ORDERS accepted now for new Humber Super Snipes and Hawks; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

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MANCHESTER: 1—5, Peter St. (Blackfriars 7843.) [0153/R

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

KJ MOTORS, Ltd., main agents for N.W. Kent.—Bromley, Kent. Rav. 3456. [0286

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C. of P.

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IMMEDIATE delivery new Javelins.

SALES staff available throughout the week-end.

CLARKE'S OF PIRBRIGHT, Surrey. Brookwood 2201-2. [N1049

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DEMONSTRATION car available.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. Tel. Ardwick 4361. [0519/R

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ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [N3028/R

NEW Javelin de luxe saloons, black and brown, immediate delivery.

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

KINGSTON-ON-THAMES.—Distributors for Jowett, New Javelin; immediate delivery.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [N4053

GROSVENOR GARAGE (BFD), Ltd., Jowett distributors for West Yorkshire, Manningham, Bradford 23081 (6 lines). [0255/R

PRIDE & CLARKE, Ltd., Jowett main agents.—Exchange your car for the latest 1953 model; terms.—Stockwell Rd., S.W.9. Brixton 6251. [0147/R

KINGSTON-ON-THAMES.—Distributors for Javelin, Jupiter, Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4053/R

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

EDINBURGH.—Distributors for Jowett Javelin and Jupiter cars and Bradford commercial vehicles, up-to-date spares service; factory-trained mechanics.—Eastern Motor Co., Ltd., 52, George St., Edinburgh, 2. Tel. Cen. 6294. [0289/R

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KAISER-FRAZER sales and service, Corps Diplomatique supplied for sterling; prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

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GUY SALMON AUTOMOBILES offer:—

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WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. [0041/R

SOUTH WALES.—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence, Ltd., 3, City Rd., Cardiff (Tel. 20531). [0363/R

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S. G. SMITH (MOTORS), Ltd.

M.G. T.D. sports available from stock, any car or motor cycle taken in part exchange.—New Cross 0460. [5564

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ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Hampstead 6041. [N4018

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JACK OLDING, Ltd., M.G. agents offer: T.D. sports for immediate delivery.—8-10, North Audley St., W.1. Mayfair 5242. [N3030

JACK ROSE, Ltd., M.G. agents, offer immediate delivery of T.D. in grey with red upholstery.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [N3056

NEW M.G. T.D., choice of colours, immediate delivery; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5462

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MORGAN Plus Four coupe drop head, in red; £879/9/2.

DISTRIBUTORS: The County Garage, Morecambe. Tel. 207. Open 8 a.m.-11 p.m. [4260

BASIL ROY, Ltd., Morgan distributors, orders now accepted, new Plus-4 2lseater chassis, immediate delivery.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus-4 Distributors.—A new 2-seater available; send s.a.e. for specification.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

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MORRIS Six, immediate delivery; terms, exchanges.—West London Motors. Tel. Fulham 0066. [5962

PRIDE & CLARKE, Ltd., for your new Morris; exchanges, terms—237, Brixton Hill, S.W.2. Tul. 3664/5. [0735/R

SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers, Sutton and district; spares and service.—Tel. Vig. 4444. [1661

LANKESTER ENGINEERING Co., Ltd., Morris Main Agents; immediate delivery Morris Six saloon.—39-43, Eden St., Kingston. Kingston 3154. [0264/R

ROSE & YOUNG, Ltd., offer New Morris Six for immediate delivery; part exchanges welcomed.—55-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill station). Tulse Hill 6464. [N3057

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1 [0682/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages Ltd., 2, Lexington St., W.1. (Gerrard 8600.) Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R

PARAMOUNT

THE new Paramount.—The first production models of the new and exciting Paramount 4-seater sports roadster available in the very near future; full de luxe model £625, plus P.T. £261/10/10 (total £886/10/10); part exchanges and hire purchase terms available; full details from distributors for Great Britain.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [N1035

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5383. [0898/R

PONTIAC

PONTIAC — U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. Cables Cobunwagen, London. [0372/R

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WE offer reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £62/19/2 purchase tax, 50 mpg, 65 mph, the lowest priced car on the market; terms.—Main Agents, Church Rd. Eng. Co., Ltd., Hadleigh, Essex. [4096

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H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

1½-litre, delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0765/R

C. A. PETO, Ltd., Appointed Agents, Riley Sales and Service.—42, North Audley St., W.1. May 5051. [N3045

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PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

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RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. [0245/R

CROYDON.—Main agents Leathwood's Garages, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. [0065/R

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth. Tel. 5055. [0901/R

LAND-ROVER

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester 2. Tel. Blackfriars 4942. [0692/R

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GATEHOUSE MOTORS.

STOCKISTS for Singer roadster; early delivery, sales and service; terms and exchanges.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alcester Rd., Moseley 13. [0168/R

THE Singer agents offer immediate delivery of all 1953 models; demonstrations, exchanges; deferred payments.—Automenders, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R

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SALES, service, spares.

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ROWLAND SMITH'S for Standard.

ALL models supplied, your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

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OFFER early delivery with service on the spot, day and night garage.

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IMMEDIATE delivery Phase II Standard Vanguard saloon, grey, red interior, heater; £854/13/4.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8555. [N4060

C. A. PETO, Ltd.—Phase II Vanguard; orders now being accepted.—42, North Audley St., W.1. May 5051. [N3045

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PRIDE & CLARKE, Ltd., for your new Standard; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0743/R

MOTOURISTS (LONDON), Ltd., for Standard Phase II saloons.—Gt. North Rd., E. Finchley, N.2. Tudor 2301/2. [N3018

K J MOTORS, Ltd., Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 5456. [0220

STANDARD.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges; deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4055

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STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0451/R

STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151-4. [0402/R

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gu. 4141. [0091/R

SUNBEAM-TALBOT

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group offer early delivery of saloon and coupe models.—145, London Rd., Croydon. Croydon 4600-4632. [4869/R

GEORGE HARTWELL, the Sunbeam-Talbot specialists, can offer immediate delivery of Sunbeam-Talbot 90 Mark IIa saloon, satin bronze/red leather; also convertible coupe, black/red leather.—35-41 Holdenhurst Rd., Bournemouth. Tel. 4161. [5419

ORDERS accepted now for new Sunbeam-Talbots; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [N3011

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ALL models supplied, your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Sq., London, W.1. Gro. 4345. [0656/R

NEW Triumph Renown at new reduced price, black, radio and heater, part exchange, hire purchase.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [5282

C. A. PETO, Ltd., offer immediate delivery of Triumph Renown; list price.—42, North Audley St., W.1. Tel. May 5051. [N3045/1

YOU couldn't do better than secure you new Triumph Renown for immediate delivery; current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

PRIDE & CLARKE, Ltd.—Immediate delivery Triumph Renown at new reduced prices; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0741/R

METROPOLIS GARAGES, Ltd., the Triumph agents, for sales, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. She. 5385-6-7. [0599

LANKESTER ENG. Co., Ltd., Standard and Triumph distributors; complete range of new models on show.—80-83, Victoria Rd., Surbiton. Elmbridge 1165. [0695/R

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SELF-DRIVE post-war Morris, Austin A40, Morris Minors.—Rons, Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2108. [9064

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BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units, series II and III.—Kingston 5348. [0467/R

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REPAIRS of every description, insurance work a speciality, trade enquiries invited; panel beating, recellulosing and trimming under personal supervision.—W. E. HAGGER, Oak Tree Rd. (facing Lord's Cricket Ground), N.W.8. [M2044/R

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SHIRLEY, Croydon.—Complete overhauls and repairs; also cellulose spraying by qualified workmen.—Ham Garage, 274, Wickham Rd., Shirley. Add. 2220. [0024/R

SOLID drawn, exhaust and flexible steel tubes, steel bars, light alloys, from stockists.—C. S. Harbour, Ltd., Syon Hill Garage, Great West Rd., Isleworth, Middx. Tel. Hou. 6613. [0409/R

CRACKED cylinder blocks repaired by low-temperature process, no pre-heating or dismantling; also several cylinder blocks for sale.—Sanders & Co., Ltd., Victoria Rd., Hendon, N.W.4. Hendon 1286. [0122/R

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GALLAY, Ltd., can give immediate service in the repair and rebuilding of motor radiators, petrol tanks, wings, etc.; chromium plating also carried out.—Please send enquiries to Messrs. Gallay, Ltd., 105-109, Scrubbs Lane, Willesden, N.W.10. Ladbroke 3644. [0857/R

AXLESHAFTS RECOVERY Co. (Myers Process.)—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings; all types of splining undertaken; hub rebuilding or resplining a speciality, all sizes, inner or outer; excellent service.—Montrose Motors, Ltd., Wembley 2636/4443. [0766/R

U.S. CONCESSIONAIRES, Ltd., offer a complete prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Ascot (Winkfield Row 3252-4); and 5, Jubilee Place, Chelsea (Flaxman 7752-3). [0613/R

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ROOF racks for hire, anywhere, any period.—605, King's Rd., S.W.6. Renown 4455. [9390

VOLKSWAGEN roof rack (German), good condition, £5; cylinder head, £5.—52, Blossom Sq., Theale, Berks. [5855

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KINGSTON (formerly Victoria) roof racks, expanding model fits all cars; £5/19/6; standard model, all sizes, £4/19/6; Alpine model, £4/4; from your garage or the manufacturers.—Van Hoorn Trading Company, Fassett Road, Kingston-Upon-Thames. Tel. 5319. [5817

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EXPRESS REPLACEMENT SERVICE—wholesale and retail.

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ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars.

NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or

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EAST Midlands, Eastern Counties and South Yorks:—

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SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. [0496/R

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TELAFLO telescopic dampers are the latest advancement in suspension control.

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WEST London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage, for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0158/R

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ARMSTRONG and all other makes reconditioned shock absorbers supplied, American and Continental, private and trade supplied.—Rickmansworth Suspensions, Moneyhill Garage, Rickmansworth 3621/2/3.

GIRLING, Luvax, Armstrong and Woodhead-Monroe shock absorbers, immediate delivery all types; genuine maker's parts only; trade enquiries invited.—The Headingley Motor & Engineer's Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. Leeds 52627/8. [0634/R

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SCOTLAND.—Armstrong, Girling, Luvax, Newton, Woodhead Monroe, contact the leading stockists for shock absorber service.—In the East, Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 5. Tel. 26287. In the West, James H. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 4137. [0550/R

BRITISH, American, Continental, reconditioned guaranteed shock absorbers (and suspensions); immediate exchange Vauxhall, Luvax, Girling, Armstrong, Pear shape, Andre Friction, Telescopic, Opel, Buick, Fiat, B.M.W., etc.; competitive prices; trade discount.—"Floatare Agents," Woodhead-Monroe Stockists, Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.5. Primrose 6159. [0204/R

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NEW springs, immediate delivery, front and rears, Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others.

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LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0312/R

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CARBURETTORS, Ltd., manufacturers of the

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MARSHALL-NORDEC low-pressure supercharger installations, guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders, prices from £60 complete with all fittings.

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ESSENTIAL in every car, finest quality, spliced loop one end, spliced eye and hook the other, instantly fixed and released, regulation length 15ft, 17/- each; post free; terms to wholesalers.—Champions, Dursley, Glos. [5926

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SHARMANS TYRE SERVICE for deep tread guaranteed Remoulds at new reduced prices.

5.90×15, 63/6; 5.00×14, 55/9; 5.25×15, 65/-; 5.50×15, 69/6; 5.75×15, 74/6; 6.00×15, 75/6; 6.50×15, 92/6; 7.00×15, 99/6; 4.75-5.00×16, 56/6; 5.25×16, 65/9; 5.50×16, 70/-; 5.75×16, 75/9; 6.00×16, 81/-; 6.50×16, 97/6; 6.70×16, 94/6; 7.00×16, 105/-; 7.50×16, 110/-; 5.25-5.50×17, 75/-; 6.00-6.50×17, 100/-; 5.50×18, 77/6; 7.00×18, 110/-; 165-400, 76/6; 185-400, 89/9; tubes from 10/-; please write or tel. for prices of all other sizes, new and remould; carriage by first passenger train 3/6 per tyre extra.—Sharman, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0649/R

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EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

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TYRES—Tyres—Tyres.

MAKE the road safer, tyres are expensive, protect your own life and the lives of others by having good tyres; we will sell on easy payment if so desired.

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TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

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TYRES and tubes (used), all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete tyres; all commercial ex-W.D., tractor and farming sizes available.—Cook, 589, Stapleton Rd., Eastville, Bristol. [2251

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires: Goswelltiro, Norwest, London. [0067/R

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Tyres Wanted

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ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5558. [0680/R

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4298. [0676/R

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [2253

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Wire wheels repaired, converted, respinned, re-enamelled East clean wheels repaired, retrued.—36a, High St., Wimbledon. [0638/R

CLARE'S MOTOR WORKS.—Large stocks wheels, wire Easy Clean and Artillery; rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R

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AUSTIN 7, 1952-53, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreens, Ford, Austin 7, fixed and sliding windows for utilities. Bishopsgate 8611-5. [0908/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GARAGE for sale, accommodation for 40 vehicles, petrol pump; East London; £2,750.—Box 8289. [5399

MARGATE district, garage and 20 lock-ups, 3 pumps, freehold; £5,500, s.a.v.—Particulars Rogers, Hambridge, Westgate-on-Sea. [5224

GARAGE, large Wiltshire village, estab. 30 years, no opposition, 3-bedroomed house, good profits; mortgage available.—Box 8199. [5221

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284) offer the following:—

SOMERSET.—Main road garage and filling station with modern house; freehold, goodwill and equipment £5,000, s.a.v.

ESSEX.—Important corner position, old established automobile, marine and general engineering business, excellent house adjoining; freehold, goodwill and equipment £7,500, s.a.v.

FURTHER particulars of above and other garages available from Gladding, Son & Wing as above. [M2021

16000ft., N.W.3, modern garage premises, flats block over, car storage, light repairs; excellent natural lighting; for rent or would sell valuable 60 years lease.—Hampstead 0087-9. [4966

EASTBOURNE, overlooking sea front, freehold garage business accommodating 35 cars, garaging, service, petrol; audited accounts.—Keen, 56, St. Philips Ave., Eastbourne. [5807

NEW Forest—Main A.31 Road.—Fine filling station, 9 electric pumps, large forecourt, garage, modern residence, tea lawn, catering licence, freehold; £15,000 all at.—Inspected and recommended.—John Churchman & Sons, Horsham, Sussex. [5730

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 555, Watford Way, Mill Hill, N.W.7. Mil. 4502. [0546/R

ESSEX.—Freehold petrol filling station and repair shop, two electric petrol pumps, modern three-bedroom house, excellent repair business and very good petrol sales, very central position; sacrifice £5,500 for quick sale.—Box 7924. [4696

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements, to—39, Kew Rd., Richmond, Surrey. Tel. Ric. 2851-2-3. [M1047

ALDRIDGES (Est. 1753), auctioneers and estate agents, have available several established motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

KENT.—Ashford-Hastings road, old estab. motor and agricul eng. business, popular dealerships, modern and well equipped workshop, offices, stores, etc., 6 pumps, spacious forecourt, bungalow attached; freehold £10,000, s.a.v.

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VALUABLE freehold modern garage premises and business, main street, Cheltenham; site area 12,300 sq ft, modern workshops 7,600 sq ft, showrooms, 3 vacant flats; £28,000, reasonable offers considered; s.a.v.—Particulars, Horseys, Auctioneers, Cheltenham. [5781

GARAGE and service station, Hants coast; 4 pumps, fully equipped, workshop, freehold, £4,500; Middx. service station, 3 pumps, two workshops, full plant, lease at £500, price £3,000, s.a.v.—Goy & Richards, Ltd., Specialist Agents & Valuers to the Motor Industry, 555, Watford Way, Mill Hill, N.W.7. Mil. 4502. [5667

GARAGE, petrol, oils, repairs, etc.; market town near Silverstone, good position, comprehensive equipment, advantageous long lease, low rent; turnover £12,000; price £3,000 for immediate sale; detached 4-bedroomed residence available, rental 25/-.—T. P. S. Dixon, Business & Estate Agent, Church Lane, Banbury, Oxon. Tel. 3013, evenings 3205. [5660

AN exceptional opportunity, particularly lucrative garage and filling station with fully licensed coach business (optional); excellent modernised cottage res. and village stores; prominent site with 230ft frontage to trunk road (A 361 (Midlands to South West), with pull-in and 3 electric pumps, T.O. about £12,000 p.a.; freehold £6,250 (excluding coach business, coaches, etc., £4,750).—Gribble, Booth & Shepherd, 9, Hendford, Yeovil, Somerset. Tel. 434 [5957

SOUTH Lincs. on main East Coast road in wealthy agricultural district; motor engineer business as going concern, turnover 1952 £40,000, modern garage premises with hydraulic lift, inspection pits, wash-down, central heating, etc.; stores, workshop, office and showroom; house adj. (4 beds, 2 rec. rooms, etc); petrol pumps, goodwill; possession on completion; s.a.v.; excellent opportunity to acquire fine business.—Particulars from Lumby & White, Donington, Spalding. (Tel. Donington 272.) [5727

PULBOROUGH.—Garage and repair workshop with 95 feet frontage to main trunk road, A.29, and forecourt of over 5,000 sq ft with tarmac surface, single storey brick and steel building of about 4,400 sq ft, with twin 30ft sliding doors; office, w.c., urinal; vehicle washdown, air compressor, main electric light and water; cesspool drainage; price £5,950 freehold, with vacant possession.—Details from Whitehead & Whitehead, Swan Corner, Pulborough. (Tel. 252.) Also at Chichester and Bognor Regis. [5729

Business & Property Wanted

SMALL petrol station, approved site or directorship, private buyer, agents please note.—Box 8497. [5871

ADAIRE & SON require filling stations, garages, etc., handy South Coast.—Details 324, Holdenhurst Rd., Bournemouth. Tel. Boscombe 36655. [4956A

SUSSEX.—Petrol stn. with about 50,000 gals. turnover and living accom.; £8,000 offered for suitable concern.—G., c/o Forbes Manley, 6, Montague Place, Place, Worthing 7292. [5742

GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parties, please to Aldridges Estate Dept., William Rd., N.W.1. Eus. 2352 [W1004

Business & Property Wanted

MOTOR engineering business wanted, preferably with good garage accommodation, in Scottish town; please give particulars of turnover and price required.—Box 8377 [5661

GODDARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations in London area or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291

SITUATIONS VACANT

The engagement of persons answering these adverments must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

SERVICE manager, Austin distributors, Metropolitan area.—Box 8420. [5722

THE Car Division of The Bristol Aeroplane Company, Ltd., require the services of an experienced senior development engineer.

THERE are good prospects for the right man, with a salary according to ability and experience.

APPLICATIONS to The Personnel Manager, Car Division, The Bristol Aeroplane Co., Ltd., Filton House, Bristol. [5412

MOTOR fitter, highly experienced, popular make cars, also semi-skilled mechanic; highest rates paid.—Hampstead 0087-9. [5967

STOREKEEPER, experienced, for Vauxhall main dealers in S.W. Surrey; give full details of experience and salary required in confidence, to Box 8292. [5414

A WORKING foreman wanted to expand our repairs dept.; progressive, permanent; existing holiday arrangements accepted.—The Market Garage, Tring, Herts. [5561

SHEFFIELD area, designer-draughtsman, age 30-35 years, for automotive work, preferably with experience in power transmission layout for road and rail vehicles.—Box 8416. [5704

ROLLS-ROYCE and Bentley fitter wanted, take charge small but specialized garage Hyde Park, permanent position, good rates and bonus on output.—Replies in confidence, Box 8003. [M1067

SALESMAN required for South London multi-make stockists, large volume used cars, basic salary and commission on liberal basis.—Write full details of experience to Box 8509. [5949

VANDERVELLS of Hampstead have vacancies for skilled mechanics and lubrication bay operator.—Apply, works manager, 215, Haverstock Hill, Belsize Park (tube). N.W.3. Pri. 4441. [M4037

SKILLED motor mechanics, fully experienced invoice/costing clerks, receptionist, for large service station N.W.1 district; top rates, excellent working conditions, bonus scheme, canteen facilities.—Box 8438. [5735

REQUIRED, fully skilled fitters for fast developing firm, good wages, permanent positions for right types.—Apply Service Manager, Marston Motor Co., Ltd., Seven Sisters Rd., N.15. Sta. 8000. [5965

SALES representatives with experience of new and used cars or commercial vehicles in and around central London; write with fullest details of experience and qualifications.—Box 8135. [M1041/1

AUTO electrician and car radio engineer required, must be fully experienced and capable of taking control of repair shop; write stating experience and salary required; South-East London district.—Box 8248. [5348

STOREKEEPER (motor) able to take control and operate stock control system, knowledge of buying essential, trade annd retail trades; good salary paid to right applicant

APPLY Denham Service Station, Ltd., Oxford Road, Denham, Bucks. Tel. Denham 2266. [M1070

EXPORT sales department of Rover Co., Ltd., Meteor Works, Lode Lane, Solihull, require section leader, fully conversant with all aspects of home delivery scheme; please supply in confidence full details of experience and salary required. [5665

BOURNEMOUTH.—Proprietor of modern main road garage and service station forming used car sales department wishes to contact experienced buyer/salesman with small capital willing to join on profit sharing basis.—Box 8485. [5809

REALLY skilled fitters, experienced chargehands, capable foremen wanted urgently as extra repair staff for garage near Croydon (Surrey); permanent, highest earnings, existing holiday arrangements accepted.—Apply Carr Bros., High St., Purley. [M1041

MOTOR salesmen required for both private and commercial sales; experience essential for a good permanent progressive situation with South Coast distributors of quality cars and popular commercial vehicle.—Apply in writing, stating age, details of experience, to Box 8443. [5763

MOTOR fitters urgently wanted. Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). [M3065

SALES administrative assistant wanted for director, permanent progressive position Surrey, orderly mind and aptitude for routine essential; advantages knowledge of cars, agencies, hire purchase, insurance and advertising; ability to drive and use typewriter, send full personal and business details.—Box 8136. [M1041/2

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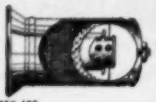

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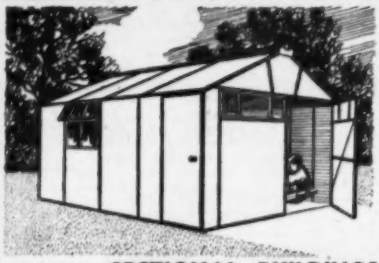

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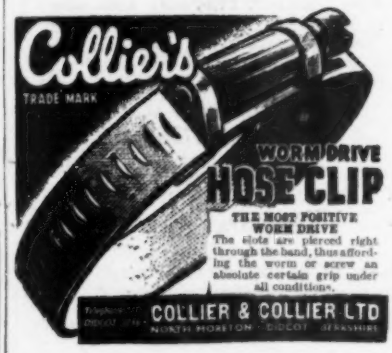

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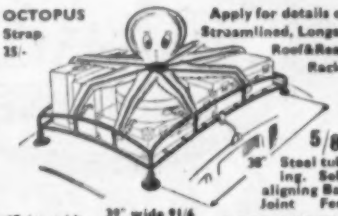

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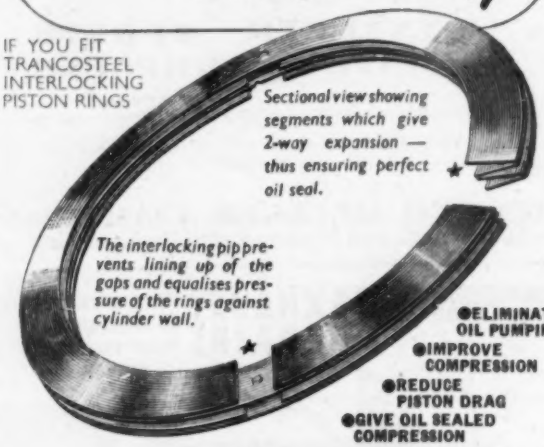

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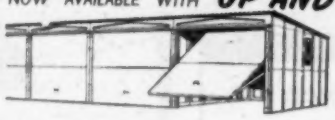

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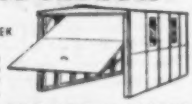

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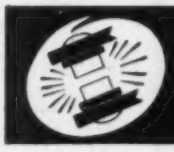

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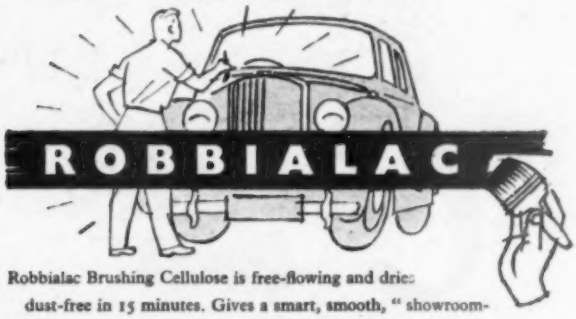

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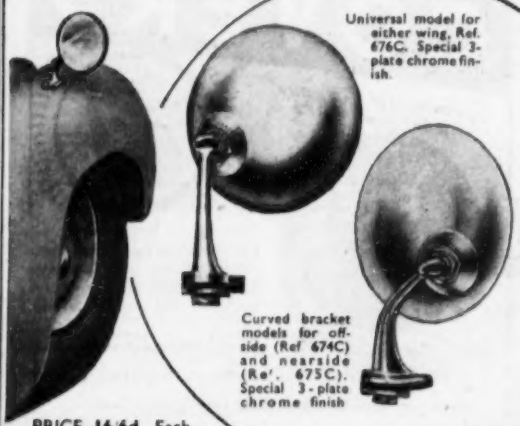

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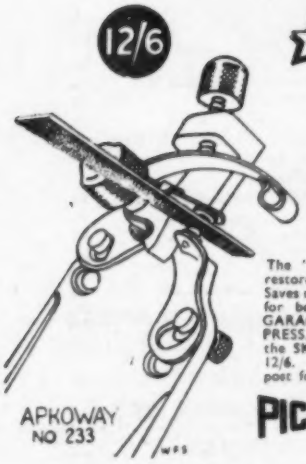

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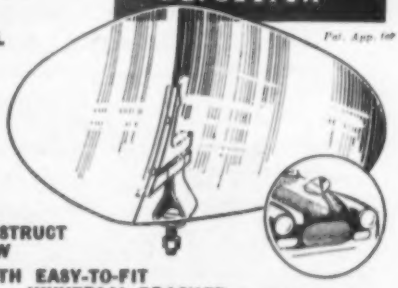

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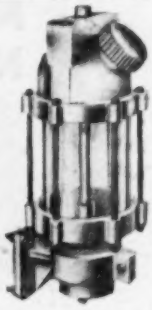

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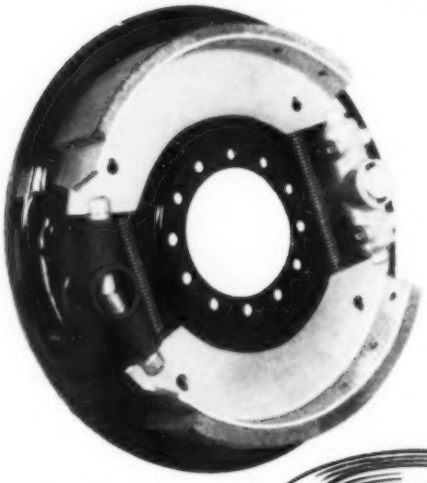

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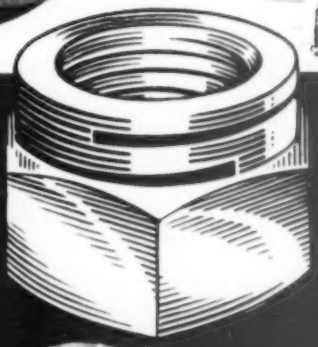

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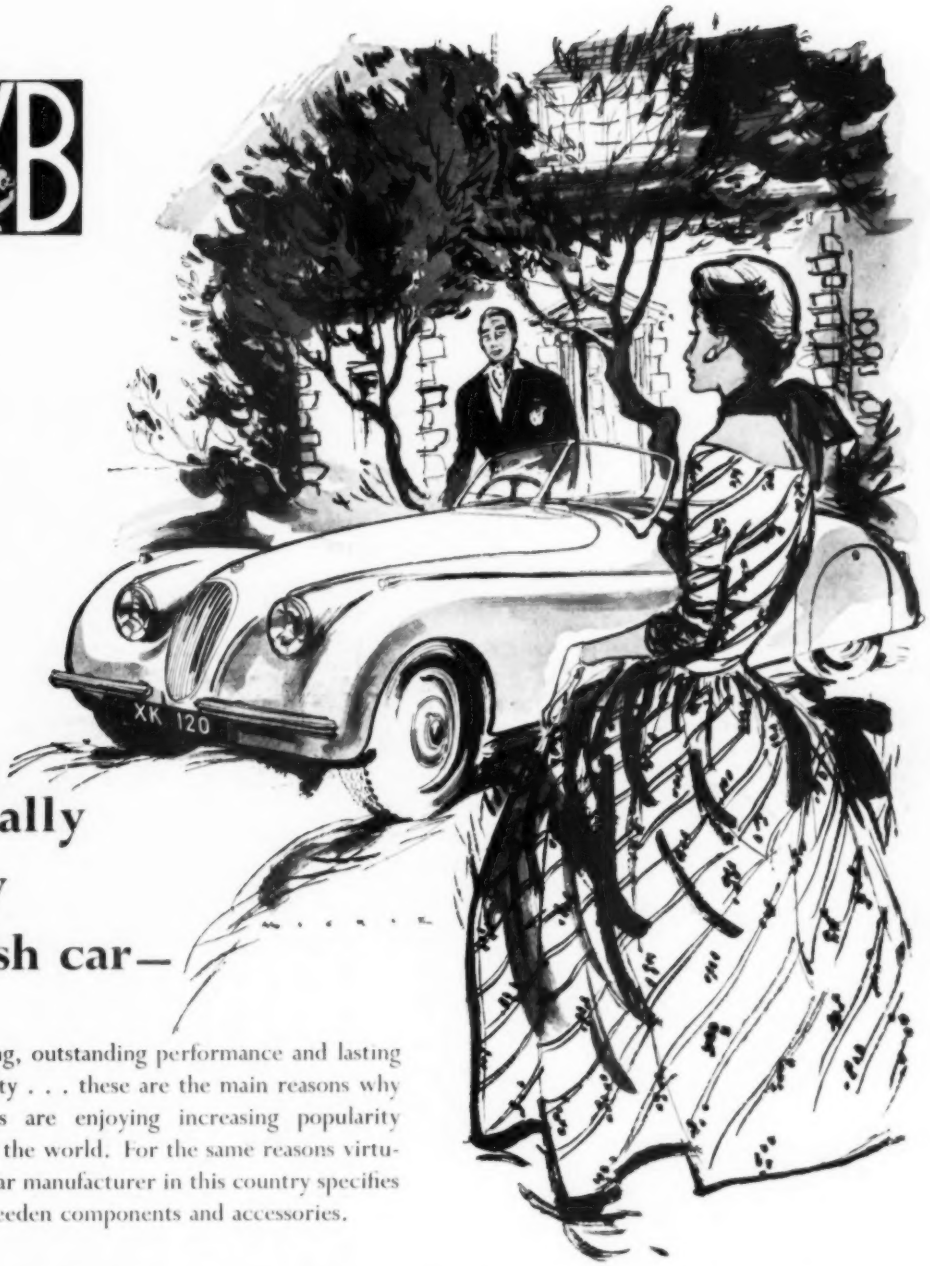

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